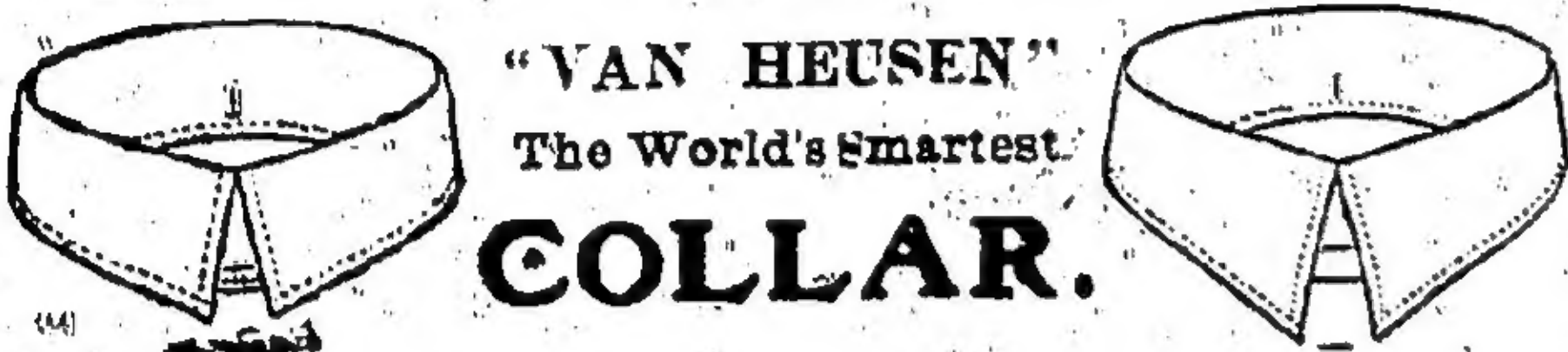


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THE TRADE OF SHANGHAI. EXTRACTS FROM THE ANNUAL CUSTOMS REPORT.

In his annual report on the trade of Shanghai in 1922, Mr. L. A. Lyall, the Commissioner of Customs writes:—

Considered purely from the standpoint of revenue, the year under review gives little cause for complaint. Exclusive of famine relief surtax, the revenue collected shows a net increase over 1921 of roughly Hk. Tls. 1,700,000, while the gross value of the trade of Shanghai amounted to Hk. Tls. 18,950,713,400, an advance of Hk. Tls. 62,537,820 on the 1921 record. This apparent discrepancy between local market sources and Customs statistics can no doubt in the main be explained by taking into consideration certain factors which have characterised the market for some time. Withdrawals from bond of cargo purchased at a time when prices were considerably higher than at the beginning of 1922 appear in the Customs returns as ordinary imports, and while the estimated quantity for the year is not considered by merchants to be as large as the 1921 withdrawal, it may nevertheless represent a great deal of unprofitable trade. Exchange, which determines the local duty-paying value in Haikwan taels of foreign imports subject to a 5 per cent. ad valorem duty, shows a further decline in the average yearly rate from 38. 11-10d. in 1921 to 35. 5d. during 1922, and may thus be mentioned as one of the contributing factors to the increase under import duties. A great many of the imports paying ad valorem duties have further been of a non-mercantile nature, such as building materials, and have added to the Customs receipts without stimulating the market. Traders are finally becoming increasingly handicapped by the competition which at times seems to outgrow the pace of the natural expansion of the country and which in years of depressed or very sensitive markets tends to heighten the established trader's difficulties.

THE TARIFF REVISION COMMISSION.

Of particular interest to the business community was the work of the Tariff Revision Commission, which was convened in Shanghai on the 26th April and held its first meeting on the 28th September, the task entrusted to it being the revision of China's Import Tariff, so as to place it on an effective 5 per cent. basis, in accordance with the agreement reached at the Washington Conference early in the year. The basic principle of the lines of which the work of revision was to be carried out were finally agreed upon by the Commission on the 2nd June, and for purposes of reference and in the interest of readers unacquainted with the proceedings of the Tariff Revision, the proposal made by the Chinese delegation and then accepted by the foreign delegations is given below. The proposal reads as follows:—

"That the Shanghai market values for the six months October 1921 to March 1922 be taken as the basis for the new Tariff. That in computing these values, goods imported from countries not entitled to a vote at the Tariff Revision Commission be left out of account. That the quantities of goods imported be taken from the Customs Returns for 1920. That in determining the new duty rates the market value shall be considered to exceed the duty-paying value by the present duty on the goods plus 7 per cent.

"That the first sentence of this resolution is subject to the reservation that for cotton piece goods and cotton yarn a uniform percentage of increase over the present Tariff rates be applied. That the amount of this increase is to be determined by a comparison of the Shanghai market value of each article during the six months above mentioned with the present Tariff duty rate on the same article multiplied by 20. That in calculating the average increase in value of all these goods the quantity of each kind imported shall be taken into account."

"That if this system of uniform increase of duty on cotton piece goods and cotton yarn be found to be inequitable, it may, at the discretion of the committee appointed to consider the question, be modified in the following manner: when the amount of the average increase of value of cotton piece goods and yarn has been determined, and the increase in value during the same period of each separate article has been ascertained, the increase of duty on each article shall be the average of these two increases."

The modification contained in the last paragraph was eventually withdrawn by the Chinese delegation abolishing the "mean" valuation, while the index which the committee arrived at for cotton cloth and yarn proved to be 55.125, meaning that values had increased 55 per cent. on the average over the values adopted at the last revision of the Tariff in 1919 and that the duty rates would have to be increased accordingly. As regards the various other Tariff items, a comparison with the old Tariff reveals decreases as well as increases in the duty rates. In many instances, where rates have been more than doubled, the increase will no doubt appear to be heavy, but when all is said and done the net result remains a 5 per cent. duty, which in very few countries would be thought excessive. The "Revised Import Tariff for the Trade of China, 1922" as it is termed, was to have been applied to all shipments having left foreign ports on and after the 1st December, 1922, but delay in obtaining the consent of all the Treaty Powers postponed its enforcement, as is generally known, till the 17th January, 1923. The increase to be expected in revenue for Shanghai alone may roughly be estimated at 5 million taels a year.

DEVELOPMENT OF THE SETTLEMENTS.

Shanghai, especially its Foreign Settlements, has during the year continued its striking material development. The transformation of the waterfront from a line of venerable hongs to a series of modern iron-and-concrete semi-skyscraper buildings is progressing apace, bearing proud testimony to the success of foreign enterprise in the East.

THE TRAFFIC PROBLEM.

The traffic problem, still very acute, is being ably coped with by the Public Works Department of Shanghai Municipal Council, but owing to the heterogeneous kind of traffic as well as to the lack of foresight on the part of those who first planned the narrow streets of the town, the task is an exceedingly difficult one. Roads are being widened and corrected wherever feasible and as rapidly as funds permit, but owing to obstacles of various kinds, the measures taken have not invariably kept abreast of the growth in the volume of traffic, the growth which is strikingly illustrated in the Shanghai Tramway Company's statistics for the year: over a system covering but 17.765 route miles and 23,825 track miles, no less than 126,684,226 passengers were carried. This extraordinary figure of over 10,500 passengers per route mile per day is believed unequalled in the world and speaks volumes not only of the congested passenger traffic, but also of the harm done to road and track surfaces, which seem to remain in constant need of repair.

LAND VALUES AND BUILDING DEVELOPMENT.

Land values have remained at a very high level during the year, due to the undiminished demand for factory sites and the shortage of residential quarters, and have also been further strengthened by a systematic "hoarding" of land on the part of Chinese capitalists, who prefer to keep their holdings intact as a safe investment against the uncertainties of the future without committing themselves to building enterprises of any kind. The cost of labour has during the last five years advanced about 50 per cent., while the recent and very extensive building operations carried out in Shanghai's business centre have caused a noticeable increase in the cost of building materials, such as lime, sand, etc., making the task of erecting comfortable and at the same time profitable dwelling-houses rather a difficult one from a land investor's point of view, there obviously being limits to the ordinary tenant's rent-paying capacity, whereas the demands for modern standards as regards sanitation and interior fittings have in no way abated. The subjoined table, courteously supplied by the Shanghai Municipal Public Works Department, will prove of general interest, showing as it does, at a mere glance, the growth of the International Settlement of Shanghai during the last five years. It may also be remarked that building operations, particularly of a residential nature, have been carried out with equal fervour in the French Concession.

NUMBER OF BUILDINGS ERECTED IN THE INTERNATIONAL SETTLEMENT, 1918 TO 1922.

| | 1918. | 1919. | 1920. | 1921. | 1922. |
|---------------------|-------|-------|-------|-------|-------|
| Chinese houses | 2,313 | 2,336 | 2,470 | 4,004 | 4,567 |
| Foreign buildings | 20 | 30 | 26 | 66 | 84 |
| Foreign residences | 37 | 21 | 83 | 253 | 128 |
| Godowns | 63 | 52 | 84 | 35 | 28 |
| Stables and garages | 4 | 32 | 44 | 61 | 73 |
| Warehouses | 97 | 94 | 101 | 113 | 100 |
| Miscellaneous | 424 | 463 | 683 | 700 | 773 |
| Mills & factories | 9 | 29 | 51 | 41 | 25 |
| Total | 2,968 | 3,131 | 3,352 | 5,344 | 5,487 |

Estimated value in thousands of Shanghai taels.....4,402 5,452 10,872 21,086 15,026

HOUSING QUESTION.

The housing question, in the main due to a healthy expansion, still remains in a vexed state and is not likely to attain its solution in the near future, owing to the influx of wealthy Chinese, who in tempestuous times break themselves to Shanghai and are eager buyers and tenants of residential properties, and to the melancholy arrivals of large numbers of Russian refugees, whose existence in Shanghai is fast becoming one of the most tragic problems of the day, the majority of them being in an absolute state of destitution.

LABOUR SITUATION.

The labour situation has been better than for many years past, and the supply of skilled as well as of unskilled labour has approximated more closely to the demand. It is, however, becoming increasingly evident that the growth of the labour movement on the same lines as in Western countries will become a factor to be reckoned with in the future, various labour guilds having during the year shown their ability to conduct organised strikes, though, fortunately, none on a scale of such magnitude as the Hongkong shipping strike, which lasted from the 13th January to the 4th March and no doubt stirred the local labour unions considerably. The rice supply has, on the whole, been better than during 1921, and the stringent measures adopted in previous years against "hoarding" were not found necessary. Nevertheless, prices have remained in the neighbourhood of \$12 to \$13 per picul, an advance of \$4 over the average price ruling but three years ago, which entails a great deal of hardship on the labouring classes. Revised scales of labour wages are, however, in most cases being introduced, payments being made weekly in small silver coins and the copper-coin system abandoned.

THE METHOD OF MOUNTING

spectacle glasses is of the greatest importance," writes Dr. C. Hartbridge, F.R.C.S., Ophthalmic Surgeon and Lecturer on Ophthalmic Surgery to the Westminster Hospital. "They must be accurately centred in frames that are light, strong and fit well, otherwise the good effect of the most carefully chosen correction may be entirely frustrated by a faulty position of the glasses, or even a fresh source of eye-strain may be introduced." The Hongkong Optical Co., successors to Clark & Co., Refracting and Manufacturing Opticians, located in 53, Queen's Road Central, have the equipment and instrument to adjust your spectacle to a nicety. ADVT. [502]



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THE BRITISH EMPIRE EXHIBITION.

WHAT THE CHINESE ARE DOING.

SCHEME RECEIVING CLOSE ATTENTION.

We are not hearing a great deal about the part Hongkong is to play in the British Empire Exhibition, but a little enquiry has revealed that it does not mean that the matter is not receiving the attention that it should do. As a matter of fact the Hongkong General Chamber of Commerce and the Chinese Chamber of Commerce are working in close co-operation with the local Government in evolving a satisfactory scheme whereby Hongkong commerce is to be represented in as attractive a manner as possible at the Exhibition, which is to be opened in 1924.

It is, of course, general knowledge that the Government has voted the sum of \$400,000, towards the erection of buildings in the Hongkong section of the Exhibition and has also agreed to give the sum of \$150,000 to the Chinese Chamber of Commerce for the purpose of defraying passages of Chinese taking part in the Exhibition to and from England, and also for the purpose of covering freight charges on goods despatched here for the same purpose. In addition the Government has generously put up another \$100,000 to guarantee the exhibitor against any monetary loss provided that the Chinese Chamber will put up a guarantee fund of half that amount.

Many European firms have signified a desire to exhibit and they will doubtless put up a very creditable show, but what the Chinese are doing to help the scheme along is the matter of immediate interest. The success of the whole scheme, more or less, depends on their efforts. Without exhibits of a typically Chinese character, the Hongkong section could have little of novelty to attract the British public. Thus the proposed Chinese business street, which is to form a prominent part of the Hongkong section of the Exhibition is a feature which is dependent on the efforts of the Chinese community.

It has been assumed that the Chinese are not taking to the scheme enthusiastically, but what the Hon. Mr. R. H. Kotewall stated yesterday morning in an interview with a representative of the *Hongkong Daily Press* shows that this is not the case. He said: "The preliminary work is progressing satisfactorily," and he added that the Chinese Committee had recently drawn up a set of rules governing the Chinese part of the exhibition. These have been published in the Chinese press and also circulated to the various Commercial Guilds and Unions. To each set of rules is attached an application form inviting Chinese business firms to exhibit.

As to whether any applications to exhibit had been received the Hon. Mr. Kotewall said that the Secretary of the Chamber (Mr. Ip Lun Chuen), had charge of this inquiry and it was hoped that within a few days the Committee would be able to make a definite statement on that subject. "The whole point that had been worrying the prospective Chinese exhibitor," he said "was the financial side of the matter. The exhibitors wished to make absolutely certain that they would incur no loss. This was the crux of the whole situation and once the Chinese were convinced that there would be no loss there would be plenty of applications to exhibit."

Describing the nature of the Chinese street which it was proposed to erect at the Exhibition, the Hon. Mr. Kotewall said the Chinese Chamber had recommended the erection of 24 Chinese shops, which would contain exhibits of all goods manufactured or dealt with in Hongkong by the Chinese. It would contain a Chinese restaurant and in the shops Chinese workmen would be working on the various processes used in the manufacture of Chinese goods. The street would be something like a Chinese portion of Queen's Road Central. "The folk," he added, "who would go with the exhibits would be housed in a compound near the Hongkong Section on the Exhibition Ground."

In conclusion the Hon. Mr. Kotewall said that the Committee was working to make the scheme a great success, but they were now awaiting the answers to the invitation sent out to firms who might like shop spaces in the Chinese street. It is hoped, he optimistically concluded, that all these spaces will be filled.

A NUISANCE.

IMPEDING BUSY PEDESTRIANS.

As the result of several complaints made by the occupants of European offices on the Praya between Blake Pier and the Star Ferry Wharf, a number of coolies and boatmen were charged before Mr. C. D. Melbourne at the Magistracy, yesterday with causing an obstruction by squatting on the pavement.

Serjt. Elson prosecuting, said the defendants and others were in the habit of loitering up against the walls of the buildings with their legs stretched out and thereby impeding pedestrians on the pavement.

His Worship bound the defendants over in the sum of \$10 each.

A MYSTERIOUS DEATH.

INQUIRY INTO THE DEATH OF A KOWLOON AMAH.

An inquiry was opened at the Magistracy, yesterday afternoon, to investigate the mysterious circumstances surrounding the death of a middle-aged amah in the employ of Mr. C. D. Lambert, locomotive engineer of the Kowloon-Canton Railway. The woman was found dead in her bed on the morning of June 14th in her room at No. 33, Railway Quarters, Kowloon. A gag was tied tightly round her mouth and her tongue was arched at the back of the mouth. It was apparently a case of murder, and as the Coroner (Mr. J. R. Woody) told the Jury, in his opening remarks, the mysterious part of the affair was that the servants sleeping directly above the woman did not hear any noise during the night which was a stormy one, and it was on this ground that an inquiry had been called. The Jury empanelled to sit on the inquiry were: Messrs. R. H. Chappell, R. McGregor and W. A. Duce.

Medical evidence given by Dr. W. B. Moore who made an examination of the body at the Kowloon Mortuary on June 14th, showed that there were two bruises on either side of the bridge of the nose, from which the witness inferred that there had been undue pressure on the deceased's eyes. There was also the mark of a cloth having been drawn tightly across the corners of the mouth, passing round the neck and tied under the right ear. There was also a lacerated wound on the inner side of the lower lip which was partially torn from the gum. This he thought must have been done in a struggle. The deceased's tongue was arched as if forced to the back of the throat, and there was bruising on the upper part of the chest, chiefly on the left side. There was a small wound on the fourth finger of the left hand, the skin being torn upwards, towards the point of the finger, and there was a faint indentation of the finger such as would be caused by the wearing of a ring. He found considerable bruises on the top and side of the head and the lungs were congested. The cause of death, in his opinion, was suffocation due to the tongue being pressed back into the throat. He could not say how long the woman had been dead as the body was cold and stiff when he examined it.

Dr. W. J. Woodman gave evidence about his visit to the amah's room on the morning of June 14th and examining the body as it lay on the bed. He also could not state how long the woman had been dead.

Mr. Charles Douglas Lambert said the deceased was his wash amah. He described the position of the amah's room at the back of the house and added that the male servants who slept directly above would have no reason to go near the woman's quarters except for the purpose of drawing firewood. Towards the end of last year there had been a robbery at the house and, at the special request of the amah, her personal effects were kept by Mr. Lambert. The witness knew nothing about the deceased's personal affairs. All the servants had been with him for over 18 months with the exception of the cook. In response to a request made to him by the cook on the morning of June 14th he visited the amah's room and found her dead. At first he did not think there had been foul play and he telephoned to the police. Later he again examined the body more closely and concluded that there had been foul play. He again rang up the police and told them of his suspicions. About a fortnight previous to her death the amah made a statement to his wife that her husband was always asking her for money. The deceased woman was in the habit of wearing earrings, a finger ring and a jade bangle. Inspector Z. Murphy informed the Court that when he examined the room a tin box was found open at the foot of the bed and some of the contents (private papers) were lying on the bed besides the box. The amah was lying in natural position in bed.

After further evidence had been taken the inquiry was adjourned until this afternoon.

MARINE COURT.

AN ECHO OF THE LAUNCH DISASTER.

The Chinese master of the steam launch *Fu Shing* appeared before the Marine Magistrate (Commander C. W. Beckwith) yesterday, summoned for taking his craft alongside the Kowloon Police wharf when neither landing nor taking on board passengers or cargo. The alleged offence was stated to have occurred at 2.30 p.m. on the 8th inst.

The defendant explained to the Magistrate that he was waiting for 75 passengers from the sunken steam launch *Fer Din Yut*. Many of these passengers had been picked up while struggling in the water by defendant's launch, and he was waiting for the other passengers whilst they were making statements at the police station.

The case was dismissed.

KOWLOON RESIDENTS' ASSOCIATION.

The following summary of the activities of the Kowloon Residents' Association has been communicated to us for publication:

POLICE REFORM WANTED.
Kowloon's need for better police protection was among the pressing local matters which the General Committee of the Kowloon Residents' Association discussed at its usual monthly meeting held early this week. Among recent crimes which were cited as making this need urgent, was the horrible murder of a Chinese police constable only a few weeks ago in the very heart of the residential area. After a prolonged discussion, during which a very strong case was made out for a stronger police force in Kowloon, the meeting decided to urge the Government to take immediate action.

TRAFFIC TANGLE.
Another pressing matter also discussed was the traffic tangle outside Kowloon Ferry Wharf. A letter was read from the Captain Superintendent of Police stating that certain improvements were being effected. He had arranged for the Kowloon City buses to be diverted to the left of the triangle and to go out by the right into Salisbury Road. Mr. Wolfe asked the Association to assist him by trying to impress on the travelling public to keep to the left instead of spreading all over the road as they do at present on leaving the ferry. He had arranged for a European sergeant to attend at the ferry during the rush hours, and had also arranged for a constable to be on duty at the junction of Salisbury and Nathan Roads during certain hours. Recently he had dealt with two of the Kowloon Motor Bus Co's drivers for speeding; the licence of one had been suspended for four months and that of the other for one month.

THE WAY OUT.
Messrs. W. J. Stokes, B. Wyllie and R. Packham having studied the problem as a sub-committee, Mr. Stokes read their report. This urged that in order to obviate the present confusion of vehicles and pedestrians the one guiding rule of the road should be rigidly upheld—keep to the left. Any attempt to ignore this rule should invite stern measures in the interests of public safety. The report then showed how the existing tangle could be eliminated—motor buses being confined entirely to the area lying between the ricksha shelter and the island where they would have a turning circle of 60 feet in diameter; the size of the island to be considerably reduced; the southern kerb of Salisbury Road to be restored to a line that would bring the existing line of trees into the roadway; shelter to be provided for passengers using buses; and, and efficient European supervision to be provided, at least during the busy hours.

The meeting resolved to forward both report, and plan to the Government with an offer to explain any points desired.

IMPROVED LIGHTING.
Some time ago the Association pressed for improved lighting in Kowloon. A letter was read from the Colonial Secretary.

With a view to obtaining greater efficiency in the lighting of Salisbury and Nathan Roads, three light cluster lamps are to be installed on all the central lamps on these roads and on the usual type of lamps in Chatham Road between Middle Road and Gascoigne Road. The lamp in Salisbury Road near the Star Ferry is to be converted into a four cluster lamp.

In Coronation Road, Gascoigne Road and Chatham Road from Gascoigne Road to Wuhu Street, the existing 10 candle-power electric lamps are to be replaced at intervals of approximately 50 yards with 400 candle-power electric lamps supported by suitable standards. The addition to the electric lighting of the Tai Kok Tsui and Kowloon City districts are of the type now in use; namely 100 candle-power and additional gas lamps are also to be provided.

Altogether 216 additional lamps will be installed. The additional cost of the lighting and upkeep will be approximately \$7,300 for gas and \$6,800 electricity per annum.

LETTER BOXES.
Thanks to the Postal Sub-Committee's good work and the Postmaster-General's ready co-operation, Kowloon now enjoys improved facilities, additional letter boxes having been provided at the following places:—

Junction of Nathan Road and Haiphong Road.
Junction of Nathan Road and Jordan Road.
Junction of Gascoigne Road and Chatham Road.

Kowloon City.
Junction of Sai Kung Road and Fourth Street.
Kowloon City Road at Hongkong Hide and Leather Factory.

Hongkong.
Liberty Avenue—Opposite No. 2.

Further extension of Kowloon postal facilities was being considered, it was stated, but hitherto all attempts to induce stores, both European and Chinese, to sell stamps had failed.

BATHING FACILITIES.
Before the bathing season began, the Committee suggested that the Kowloon facilities would be greatly improved, if the Government provided a bamboo pier, 50 feet long, similar to the one at North Point. This has been done. Further more a matshed has been erected and seats have been provided.

(Continued at foot of next column.)

SWALLOW'S NEST.

A CHINESE TONIC.

Swallow's nest is highly prized by the Chinese for its supposed medicinal value, since Chinese doctors regard it as a tonic capable of restoring a patient's lost vigour. It is said to be efficacious in curing lung diseases and small-pox. The article is also considered to be a table delicacy and a sumptuous Chinese dinner is not complete unless there is a dish of this, to the Chinese taste, palatable food.

There are two varieties of swallow's nest, the kwan-yen or the white variety, and the mao yen or the feathered variety. The latter is so called because the texture of the nest is generally mixed with the bird's feathers.

Swallow's nest is produced chiefly in the vicinity of the Malay Archipelago, such as Borneo, Sumatra, Java and the Philippine Islands. It is found in Changchow and Chuanchow in Fukien, especially on the reefs or islets off the coast of Changpu.

Swallow, of the common species, the house martin, make their nests of mud and straw but the sea swallow, which belongs to another species and is generally smaller than the common swallow, builds its nests on the rocks of the cliffs, using a fluid-like substance emitted from its salivary glands. The popular belief that it is made of a kind of jelly fish or a kind of seaweed is not admitted by scientists, because under the magnifying glass the substance contains no trace of either vegetable or living cells.

Miss C. T. Wang, a Chinese woman studying in America, has made an extensive study of the nature of the swallow's nest. She has found by chemical analysis the pure substance of the swallow's nest contains 2.52 per cent. of carbonate, which when solved in hydrochloric acid, yields 0.63 per cent. of phosphorus and 1 per cent. of sulphur.

The nest is rich in albuminous matter. There is a quantity of albumens contained in the swallow's nest, in which the percentage of nitrogen varies from 3.59 to 24.6 per cent.

As a food the swallow's nest is digested by both the digestive ferment from the salivary glands and the gastric juice, but the process of digestion is not so easy as with hard boiled eggs. For nourishment its value is questionable since the albumen contained in the swallow's nest is not an adequate substitute for the albumen contained in other food stuffs which is necessary for the sustenance of life.—From Bulletin of the Chinese Government Bureau of Economic Information.

CANTON-KOWLOON RAILWAY.

THE PROTECTION OF THE CHINESE SECTION.

The *Canton Daily News* says:—The Military authorities have decided to have the Chinese section of the Canton-Kowloon line divided into three divisions, each to be patrolled by the troops of a responsible commander. According to the Chinese Press, the troops of General Li Fock Lum, General Lau Yuk Shan and General Lu Shi Tai will be jointly responsible for the protection of the whole Chinese section of the line.

INDUSTRIAL RESEARCH IN CHINA.

The Peking Technical College has organized an Institute of Industrial Research. The Institute's work is collecting the classifying products from all over China, both raw and manufactured, and investigating and comparing the nature and quality of material with a view to devising means for improvement or to extending its use. Collecting is being carried out by sending out circulars and publishing advertisements, requesting samples and special information. Blank forms are provided containing a list of inquiries concerning name, form, variety, where and how produced or manufactured, trade mark, sellers, market, export, quantity produced, local price, local uses, etc. The Institute offers to pay all expenses of forwarding and delivery.

HONGKONG SHARE MARKET.

CLOSING QUOTATIONS.

| JULY 12th, 1923. | |
|-----------------------------------|--------------------|
| Hongkong and Shanghai Banks | \$ 79 1/2 b. |
| Union Insurance | \$ 218 1/2 b. |
| "Star" Ferries | \$ 62 b. |
| China Sugars | \$ 215 s. |
| Kowloon Wharves | \$ 103 1/2 b. & m. |
| Hongkong Land | \$ 280 s. |
| Humphreys Estates | \$ 26 s. |
| Cements | \$ 301 b. |
| Hongkong Ropes | \$ 43 1/2 b. |
| China Providents | \$ 2 1/2 b. |
| Dairy Farms | \$ 25 1/2 b. |
| Hongkong Trams | \$ 22 1/2 b. |
| b-buyers; s-sellers; m-middlemen. | |

MOTOR-CYCLES ON FERRIES.

The Star Ferry Company's attention having been called to the serious inconvenience frequently caused by several motor cycles being transported on the one launch, the Committee urged the Company to limit the number of machines to one per trip. The Company replied promising to consider the matter and this week the Committee was able to report marked improvement, especially during the rush hours.

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\$15.00

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COLUMBIA

GRAND OPEPA RECORDS.

| | |
|--|--|
| 6011 "TOSCA" ... SYMPHONY ORCHESTRA. | A6167 "FAUST" ... OPERA HOUSE ORCHESTRA. |
| SELECTIONS PARTS 1-2. | SELECTIONS PARTS 1-2. |
| A6143 "LA BOHEME" ... OPERA HOUSE ORCHESTRA. | 453 "TANNHAUSER" ... SYMPHONY ORCHESTRA. |
| SELECTIONS PARTS 1-2. | PASTORAL. |
| | "LOHENGRIN" ... INTRODUCTION ACT. 3. |

ETC.

ANDERSON'S.

Powell Ltd.

TELEPHONE C. 3146.
HONGKONG HOTEL BUILDINGS.

"BY TEST THE BEST."

TIMES MAY CHANGE BUT NOT OUR

QUALITY AND VALUE.

We Specialize in Gentlemen's High-class Wear.

For many years our customers have recognized the superiority of our goods, we are maintaining that high standard by stocking only the most reliable and up-to-date goods procurable.

WE INVITE COMPARISON.

INTIMATIONS

HONGKONG & SHANGHAI BANKING CORPORATION.

IT IS HEREBY NOTIFIED that an Interim Dividend of 1/2 per Share, subject to deduction of Income Tax, has been declared for the HALF YEAR ending 30th June, 1923, at the rate of 1/2 per Share.

The Dividend will be Payable on and after TUESDAY, the 17th AUGUST, 1923, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

The REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 23rd July to SATURDAY, the 4th AUGUST, 1923 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
A. G. STEPHEN,
Chief Manager.

Hongkong, 10th July, 1923. [1052]

THE HONGKONG CANTON AND MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND of ONE DOLLAR per Share for the Six Months ending 30th June, 1923, will be PAYABLE on WEDNESDAY, the 10th AUGUST, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from Thursday, 26th July, to Wednesday, 8th August (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
JOHN ARNOLD,
Secretary.

Hongkong, 10th July, 1923. [1050]

WE are Selling a Small Stock of Below-

mentioned Goods in Whole or Half Piece Lots (50 Yards Per Piece) —

Finest Quality WHITE COTTON DRILL 27's " @ 63 cts. per Yard.

Do. COLOURED ALPACA 34" @ \$3.35 per Yard.

Do. PROOF UNION SILK 34" @ \$5.00 per Yard.

IMPORT DEPARTMENT,
SHEWAN, TOMES & CO.

[1053]

NOTICE TO CONSIGNEES.

The Steamship "DUCHESSA D'AOSTA"

FROM TRIESTE, VENICE, BRINDISI, SPALATO, PORT SAID, ADEN, MASSAUA, COLOMBO, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Row-loom, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded, unless notice to the contrary be given before 7th inst. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 23rd inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 10 a.m. by our Surveyors, Messrs. GODDARD & DOUGLAS.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 7th July, 1923. [1041]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, PORT SAID, SUEZ & STRAITS.

THE Motor Vessel

"GLENBET"

Having arrived from the above ports, Consignees of cargo, by letter are hereby informed that all goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 10th July, 1923, at Noon, will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. GODDARD & DOUGLAS, on 14th July, 1923, at 10 a.m. Claims against the Steamer including those for cargo short delivered, must be presented on the special form, provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 8th July, 1923. [1045]

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STEAM FOR SINGAPORE, PENANG, COLOMBO AND BOMBAY.

THROUGH BILLS OF LADING ISSUED FOR EGYPT, MEDITERRANEAN AND CONTINENTAL PORTS AND LONDON.

THE Steamship

"NAGPORE"

carrying His Majesty's Mails, will be despatched from this port on WEDNESDAY, the 18th JULY, taking cargo for the above ports.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carriage Steamer for Marseilles and London.

Parcels will be received at the Office until 5 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to—

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, 10th July, 1923. [1042]

INTIMATIONS

NEWS FROM THE OLD COUNTRY.

SEND 13/- and we will mail you regularly the Party week for 53 weeks a copy of any British Weekly Newspaper, such as: Lloyd's People, The Bits, Pearson's, etc., etc. Hundreds of papers on our Big List mailed free. A different paper sent weekly, or the same publication for 53 weeks. 13/- pays for a year's subscription, including postage. Most unique and up-to-date service, greatly appreciated by members throughout the Empire.

Send 13/- to-day to PERIODICAL POSTING CO., Plymouth, ENGLAND. [1781]

NOTICE

TAKE NOTICE that the SALE advertised Below, which has been frequently Postponed, pending Negotiations between the Parties Concerned, will now, the Negotiations having finally Broken Down, positively take place on JULY 17th, the Date advertised Below.

PARTICULARS

VALUABLE LEASEHOLD PROPERTY

Situate No. 13, WING HING STREET, VICTORIA, HONGKONG.

To be Sold by Order of the Mortgagee.

PUBLIC AUCTION

IN ONE LOT

On TUESDAY

The 17th DAY OF JULY, 1923, at 3 o'clock P.M.

By Messrs. LAMBERT BROTHERS

At Their Office, DUNDRELL STREET.

THE Property, consists of First ALL THAT piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION 4 of INLAND LOT No. 2168 together with the messuages, erections or buildings thereon now known as No. 13, Wing Hing Street and Secondly ALL THAT strip of land at the rear of the said Section 4 of Inland Lot No. 2168 being a scavenging lane. All of which premises are held for the residue of the term of 75 years from the 16th day of May, 1916, created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises as at No. 1, Gordon Street.

Particulars and Conditions of sale may be obtained from Messrs. HASTINGS & HASTINGS, Solicitors, 8, Des Voeux Road Central, and Messrs. LAMBERT BROTHERS, Auctioneers.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on

MONDAY, the 16th JULY, 1923,

commencing at 3.00 P.M., at their Sales Room, DUNDRELL STREET.

ONE SET OF MINT MACHINERY.

This lot comprises a complete set of Mint Machinery, capable of producing 100,000 (one hundred thousand) pieces 50-cent (twenty cent) coins or 200,000 (two hundred thousand) pieces 10-cent (ten cent) coins per working day of 10 hours.

(Further particulars and inspection orders may be obtained from Messrs. Gilman & Co., Ltd., or the Undersigned.)

Terms:—20% of purchase money to be paid on fall of hammer. Balance to be paid within two weeks of day of sale.

LAMBERT BROTHERS, Auctioneers.

933]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale to be held on MONDAY, the 16th day of July, 1923, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the GOVERNOR of one LOT of CROWN LAND at Tai Kok Tsui in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

Lot No. 13, Wing Hing Street, Victoria, Hongkong.

Boundary Measurements: 13' x 13' x 13' x 13'.

Area: 13' x 13' = 169 sq. ft.

As per sale plan, 1/4, 1/2, 3/4, 1, 1 1/2, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

As per sale plan, 1/4, 1/2, 3/4, 1, 1 1/2, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

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CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]BRITISH EMPIRE EXHIBITION
RECORD OF STEADY PROGRESS
FOR JUNE.

London, July 11th.

The report of the Board of the British Empire Exhibition for the month of June, records a steady progress and confidently forecasts that everything will now work harmoniously to a conclusion of the great task of making the exhibition a complete success. The report speaks of the gratifying evidence of progress and enthusiasm at Home and in the Dominions and Colonies. The space available for exhibitors has been almost completely taken up, and as a result of the conferences with the police it can be confidently anticipated that there will be no reasonable ground for criticism regarding traffic arrangements in the future.

The expenditure, up to May 21st was \$1,140,000; compared with the estimated expenditure \$1,280,000.

BRITISH RUBBER TYRES.
FRENCH COMPETITION KEENLY FELT.

London, July 11th.

At a meeting of the British Rubber Tyre Manufacturers' Association, the Chairman, in referring to the serious situation created through a French competitor cutting prices, declared that some members of the association were compelled to seriously contemplate closing down until it became possible to carry on a reasonably profitable business.

SEIZED SHIPS LIQUOR.
THE QUESTION OF OWNERSHIP.

Washington, July 11th.

Some French and other steamship lines have begun diplomatic negotiations for permission to draw on their seized liquors—held in U.S. Government warehouses for medicinal purposes—for their eastward voyages.

The prohibition officials regard the seized liquor as forfeit, and express doubts in regard to the success of the negotiations.

SOLDIERS KILLED BY LIGHTNING.

Baltimore, July 11th.

Soldiers belonging to the fifth regiment of the Maryland National Guard have been struck by lightning. Three were killed and ten injured.

EARLIER CABLES.

THE FRENCH NAVY.
WASHINGTON TREATIES CRITICISED.

Paris, July 11th.

The Senate by 207 to 23 has adopted the Washington naval and Pacific treaties. Speaking on behalf of the Naval Committee, M. Leger enumerated disadvantages under the Treaty. He declared that Japan shared with Britain and America (domination of the waters of the globe, whereas France was placed on an equality with Italy, although the former had a part to play in the North Sea as well as in the Mediterranean. He thought at least an equivalent of the 80,000 tons granted to Germany by the Washington Treaty for the North Sea might have been added to the French ratio. Nevertheless, he recommended ratification.

M. Ribbentrop, Minister of Marine, declared that the Treaty of Washington served the cause of peace and he urged ratification with a view to maintaining friendship between the contracting Powers.

NEW GUINEA.
CRITICISMS REGARDING ADMINISTRATION REFUTED.

Melbourne, July 11th.

In the House of Representatives, Mr. Bruce, the Prime Minister, in a long speech vigorously combated the recent newspaper criticisms of the administration of ex-German New Guinea. He dwelt on the harm such statements are likely to cause in view of the forthcoming meeting of the Mandates Commission, and promised during the recess that there would be a thorough investigation of the charges of misadministration, also that a Parliamentary delegation would be despatched to the spot.

Mr. Bruce declared that many of these statements were from sources which were deliberately fomenting German propaganda against Australia.

"DRY" LINER'S TROUBLES.
MEMBERS OF CREW SUMMONED FOR DESERTION.

London, July 11th.

Twenty-two summonses have been issued against the British members of the crew of the s.s. *Leithian* on the vessel's arrival at Southampton. The *Leithian* is a liner, but is also designed to end desecrations, numbering six hundred during the past five months, the men being tempted by the higher pay on American vessels.

Although the *Leithian* is officially "dry," many passengers brought liquor on board, the unconsumed portion being seized or charged for by the British customs authorities.

PRINCE OF WALES TO VISIT CANADA.

London, July 11th.

It is learned that H.R.H. The Prince of Wales proposes to visit Canada early in the autumn, privately. He will not accept any official engagements.

DOCKERS STRIKE ENDING.

London, July 11th.

The unofficial strike committee in London has called off the dockers' strike, and the men will be resuming to-morrow.

BRITISH TRADE RETURNS.

London, July 11th.

The British imports for June were \$280,307,000; exports, \$22,823,000; and re-exports, \$10,934,000.

OBITUARY.

M. ALBERT CHEVALIER.

London, July 11th.

The death has occurred of the comedian, Albert Chevalier.

[Albert Chevalier, author of more than a hundred sketches, monologues and plays, made his first appearance on the stage when eight years of age. Later, he was associated with such well-known stage personages as the Kendals, John Harry, Piers, and the Bancrofts. He made very successful tours in the provinces and in America, and gave over 1,000 Chevalier recitals in Queen's Hall, London. Deceased was in his 63rd year.]

MR. BALDWIN'S SON.
A CHAMPION OF SOCIALISM.

Mr. Stanley Baldwin must be the first British Prime Minister with a son who is a proved Socialist. Mr. Oliver Baldwin, who is one of the Premier's six children, has suffered prison, starvation, and almost death itself for the cause of Socialism. In appearance he is the typical young English public-school man. He is 24, fair-haired, fair-moustached, blue-eyed, and reserved—and in the European war he followed the traditions of his breeding by service in the Irish Guards, but showed his disregard for those traditions by entering through the ranks.

The story of his extraordinary adventures and privations was told to the *Westminster Gazette* in the quiet seclusion of the drawing-room at 11, Downing Street last month. It makes strange reading. Indeed, it looks as if the young man has something else to make with him besides Socialism.

"It was in September of last year," he said, "that I went to America at the request of the President of the Republic, as an instructor to the Army during the Turkish-Armenian war. We were beaten by the Turks in November, and next month the Bolsheviks swept down and took the country by force."

"One of my first acts was to throw me into jail, together with many social revolutionaries and Socialists of the Second International. In this, as in many other acts, they showed themselves completely regardless of the welfare of Socialists and lovers of liberty."

Mr. Baldwin produced from his wallet an orange-coloured card which, he said, was a certificate of his membership of the *International*, one of the most powerful of social-revolutionary parties.

"I esteem my election to that body," he said, "as my greatest honour, especially as I was its only non-American member."

At that time I was a witness of one of the vilest acts committed by the Bolsheviks; before my eyes they executed seventy-five Armenian Socialists.

"I was let out on parole about 16th January, after six weeks in prison, and I spent my time going about seeing how Bolshevikism worked."

"Scourged and bleeding though she was, Armenia managed to effect a counter-revolution in February. For some time the Bolsheviks were kept at bay, but at length, in April, the Armenians were forced back into Persia."

In March I left for Turkey, armed with a passport given by the Kemalist Consul for safe conduct across Turkey. I know now that it was only a trap for me. In the horrors of the march across the Caucasus perhaps the worst were that I was snow-blind and frost-bitten. I was accompanied by an adjutant, a fine fellow, who is now starving in Germany."

"At Alexandropol I was arrested by the Turks, and sent to prison at Kars for a month. Then I was moved to another prison, where I was shut up with chains on my feet and starving for five more weary months. I used to crawl about on my hands and knees looking for crumbs and other scraps of food."

"During that time the Bolsheviks asked for me to be handed back to them for execution, but the Turks were not quite as unprincipled as that. But in prison with me were two Communists who were executed outside my window."

"At last an exchange was fixed up, and after a weary walk from Erzerum to Trebizond I made my way back to England."

Mr. Baldwin spoke with a touch of melancholy of the future. "There is nothing for me to do here now," he said. "The British Labour Party have broken my heart because, while ostensibly belonging to the Second International, they buck up at every turn the Third International of Moscow, which is every day crushing liberty and murdering anyone who raises his voice in defence of public right. So in September I am going out to British East Africa, where, with Nature as the common enemy, all men are united in the great work of building up instead of pulling down."

Submitting estimates amounting to nearly fifteen millions for the salaries and expenses of the Ministry of Pensions, in the House of Commons on June 5th, Major Tryon pointed out that while in 1920 the expenditure was 106 millions and in 1921 95 millions, it was estimated this year at 273,656,246, the actual reduction in the cost of administration this year being nearly nine millions. He denied that the saving had been secured by the reduction of pensions concessions which he enumerated, accounting for eight millions during the present year.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

THE NEW NAVAL AND AERIAL BASES.

FREE SITES TO BE GIVEN BY STRAITS GOVERNMENT.

London, July 11th.

Lord cheers greeted the announcement by Mr. Amery in the House of Commons, in reply to Mr. F. G. Penny, that the Duke of Devonshire had received a message from the Governor of the Straits Settlements that, with the concurrence of Unofficial members of the Executive and Legislative Councils of the Colony, sites for a naval base and an aerodrome at Singapore would be acquired by the Government of the Colony and handed over as a free gift.

A message has been sent to the Governor expressing the Imperial Government's warm appreciation of this very generous and welcome patriotic gift.

DISCUSSION IN HOUSE OF LORDS.

London, July 11th.

In the House of Lords, proposing a resolution expressing the opinion that the contemplated naval and air expenditure was disproportionate, Lord Wimburne criticised the Singapore scheme.

Lord Lidlithgow warmly championed it, as being by far the cheapest way of rendering British seapower effective in the Far East, and remarked that the British Parliament and the country would learn with a very lively sense of gratitude and pride of the gift of free sites by the Government of the Straits Settlements. Even assuming that the battleship became obsolete, aeroplanes would need a base in the Far East.

Lord Haldane said it was very nice to be able to dominate the Pacific, but the command of the air was more urgent than naval power.

Lord Salisbury, replying, said it was part of our fundamental obligation to provide for the defence of all the Dominions. He incidentally expressed the profound satisfaction of the Government that France was taking the necessary steps to ratify the Washington agreement.

"THE POSSIBILITY OF WAR WITH JAPAN."

London, July 11th.

Viscount Grey, referring to the proposed naval base at Singapore, thought it ought quite frankly to be admitted that the contingency in view was the possibility of war, in the future, however remote, with Japan. He trusted that the memory of the Anglo-Japanese Alliance would remain in both countries and make a conflict exceedingly unlikely. Both were members of the League of Nations and could not go to war against each other without violating their word in signing the covenant. Was the Government perfectly persuaded that a Singapore dock was a better way of protecting Australia and New Zealand than naval bases in those countries themselves? In the unlikely contingency of an Anglo-Japanese conflict it was humanly absolutely certain that it would be a racial conflict in which the United States would be involved on the same side? He was not at all clear that to spend money on a Singapore dock would be the best way to prepare for that contingency, or that it was not going to make matters worse. He suggested that it was calculated to evoke corresponding expenditure by other Powers and lead to further increases, and thus defeat, in the long run, the very objects which the Washington agreements were designed to secure.

Lord Grey agreed as to the necessity for increased air expenditure but referred in grave terms to the beginning of competition in armaments with France. If European competition in armaments proceeded it would lead to another war in which all would go down together. He urged making the League of Nations more of a reality.

Lord Salisbury, replying to Lord Grey, declared that there was no suggestion whatever, so far as he knew, from any Government relative to Singapore. The motion was negatived without a division.

[BY COURTESY OF "THE DAILY BULLETIN,"]

THE PRESIDENTIAL STRUGGLE.

PEKING, July 11th.

General Hsiung Ping Chi is working hard for the election of Tso Kun by legal means as far as possible.

His first object is to fill the vacancies in the Cabinet, so that the latter can carry on the Presidential functions.

General Hsiung Ping Chi is at present urging Wang Ko Min and Dr. Wellington Koo to take up their posts.

The opinion is held in official circles that Wang Ko Min will take up his post on Monday, and that possibly Dr. Wellington Koo will do likewise.

After the Cabinet is completed, General Hsiung Ping Chi hopes to persuade the members of Parliament to speedily complete the Constitution, after which it will elect a President.

The chief difficulty in the scheme is that of obtaining a quorum in Parliament, but the opinion is held that this may be surmounted by appointing new members in place of those who have left Peking.

The opinion prevails in many quarters that Wang Ko Min's appointment may lead to a settlement of the gold franc problem.

THE SALT ADMINISTRATION.

PEKING, July 11th.

The Chief Secretary to the Cabinet, Chang Ting Ao, is being appointed Director of the Salt Administration.

THE FIGHTING IN KWANGTUNG.

MISSIONARIES VISIT THE NORTH RIVER REGION.

The following letter by Rev. J. R. Saunders of Tungshan, by the *Canton Daily News* gives an interesting account of recent visit to the fighting zone in the North River:

On the first day of July Rev. A. R. Gallimore and myself with four Chinese left Canton on a troop train to go as far up the North River as we could. We were told that we could go as far as Lin Kong How, but they could not promise us that we could go any further. We found, however, when we reached Lin Kong How that there was a train going to Yingtak. We reached Yingtak the first day and found Yang Hsi Min's headquarters were there. We received permission from him to go on up the line as far as the troop trains could go, but fighting was reported below Shin Kwan and the track torn up so trains could not reach Shin Kwan, yet we took the troops and coolie train the next morning and found that the track was repaired and we were on the first troop train reaching Shin Kwan. The officials in the army and along the railroad refused us nothing we asked and did all they could to hasten our visit to that section.

THE OBJECT OF OUR VISIT.

After talking with the United States Consul-General in Canton, we decided that it would be wise to attempt to pass through both the Northern and Southern armies if necessary and rescue three American missionaries in that section. Also we wanted to look into the situation bearing on the relief of the wounded and suffering and see if we could render any aid to the many wounded soldiers. We found the three missionaries—young ladies—and looked into the relief work. The dead and wounded were found all along from Yingtak up, lying along the railroad and in the stations, and in the cities. The wounded in the Southern army had been brought back to Canton with few exceptions, many of the wounded of the Northern men were taken with the retreating army as they returned towards Kiangsi, yet the wounded men belonging to the Northern forces, but are from this Province and Kwangsi mostly, were left at Yingtak and Shui-kwan. Of these wounded there are still about five hundred left mostly at Shui-kwan. The Northern forces cannot help them, the Southern forces have not yet shown any disposition to aid them, and the citizens say they cannot, even if they were inclined. This is an opportunity and a responsibility to reveal to the Chinese the spirit and love of Jesus Christ which we have come to reveal in its most attractive power.

THE SITUATION AT SHUI-KWAN.

The Southern forces were in complete control. The Northern army had retreated several days before, yet hotly pursued by the Southern army. Very heavy fighting took place around Yingtak for days and weeks, yet when the Northern forces lost out at Yingtak, Shen Hung Ying crossed the mountains with a small army north-east of Yingtak and the regular Northern army made a rapid retreat, yet in fairly good order, north to Shui-kwan and from there towards Nam Hung and back to Kiangsi Province.

OUR RETURN TO CANTON.

We had to return to Canton bringing the three missionaries for whom we made the trip, yet these missionaries were responsible for a large student body at Shui-kwan. The schools had been dismissed, yet the school children must be sent to their homes. Most of these children and young people had their homes along the railway between Shui-kwan and Yingtak. The officials at Shui-kwan gave us a special car to use on the first troop train leaving that city. There were three generals in Shui-kwan each with a train. They wanted to leave for Canton and each promised to bring our car just as soon as his train left, but after the problems of the day came on, it was found that these generals could not leave the day we were booked to leave. Dr. Sun was coming the next day and they must remain, yet near night order came that no train would leave for Yingtak or Canton that day, hence we were told we had better go back to the city and try the next day to come down. However, one man from Yang Hsi Min's headquarters at Shui-kwan came to me and asked me to go with him and see what we could do. We went and General Yang's officials said they were sending us down to Yingtak that night on a special train. They started us down about nine o'clock at night stopping the train wherever we wanted it to stop and going when we wanted it. We reached Yingtak safely and found that there was a special leaving very soon for Canton. We were permitted to come on this special to Canton with the few students. Everywhere we were given all possible aid. From the highest official to the common soldier we were treated with "no little kindness."

CHINESE LABOUR IN CANADA.

BILL TO EXCLUDE ORIENTALS.

PREMIER'S TRIUMPH.
[FROM THE CANADIAN CORRESPONDENT OF "THE TIMES."]

Twenty years ago there were 14,000 Chinese in Canada. To-day there are 53,000. It is therefore not surprising that when Mr. Stewart, the Minister for the Interior, submitted his Bill on the regulation of Chinese immigration, Parliament subjected it to a very rigid examination. Of the 58,000 Chinese in the Dominion, it is estimated that 38,000 are in British Columbia. While there is not complete unanimity of feeling in the Province, it is certain that the general sentiment is in favour of absolute exclusion of Asiatic immigrants. In the older Provinces there is less feeling on the subject, but this, British Columbia contends, is because Eastern people escape the pressure of Asiatic competition and have no actual knowledge of the social and industrial conditions which such immigrants produce.

British Columbia numbers, in addition to its Chinese population, some 20,000 Japanese and 2,000 Indians. In fact, out of the 75,000 odd Orientals in Canada, probably 55,000 are in British Columbia. They control by lease or ownership 27,000 acres of the best land in the Province. In the lumber mills thousands of Chinese are employed, and they have almost a dominant position in the coast fisheries. In Vancouver there are 40 Chinese butchers, 65 barbers, 172 grocers, 30 jewellers, 201 tobacconists, 29 wholesale dealers, 169 hawkers and peddlers, 50 boot and shoe dealers, five publishers, 54 stationers, and they control 144 confectionery shops, 63 clothing stores, 38 express and dray businesses, and 59 restaurants. There are also represented in many other pursuits and callings. It may be that without the Asiatics British Columbia would suffer from a far more acute shortage of labour, but that is not a consideration which seems to be influential with the masses of the people.

The chief clauses of Mr. Stewart's Bill, which has passed its third reading in the House of Commons, repeal the Chinese head tax of \$100, and provide for the admission under regulation of merchants and students only. Henceforth Chinese labourers will be admitted, if they are admitted at all, only under regulation. Indeed, it is doubtful if there could be any admission of Chinese labourers without future action by Parliament. The Minister said, "We have confined immigration to merchants and students, and we think it best to leave the definition to regulation which can be amended within a day by the Cabinet rather than having to wait for the next Session of Parliament as we would have to do if there was a statutory definition."

CHINESE MERCHANTS.

There was much debate over the proposal to admit merchants. It was stated by Mr. Stevens of Vancouver that before 1920, when the Canadian restrictions upon Chinese immigration were strengthened, only two or three Chinese merchants a month came to Canada, but thereafter the number rose to 25, 30, 40 and even as high as 400 a month, while in one year 1,400 merchants secured admission. It was alleged, too, that there was like evasion under the regulation for admission of Chinese students.

For the future, however, students and merchants who desire to come to Canada will require to have passports from a Canadian officer stationed in China, although the right to examine at the port of entry will also be retained. The student will not acquire domicile or residence in Canada, and will be free to remain only during the period of attendance at the institution of learning which he enters. It was at first suggested that a merchant should have \$250 invested in a bona fide business in China, and must show evidence of intention to invest an equal amount in the Dominion, but Parliament finally agreed, at the request of Mr. Stewart, to leave the definition of what constitutes a merchant to the Cabinet. It seemed to be agreed that an absolutely definite provision might often be applied with difficulty, while the Government would not be free without a reference back to Parliament to deal with exceptional circumstances or methods of evasion which could not have been foreseen.

Substantially, therefore, the new Act repeals the head tax and excludes Chinese labour, provides for the admission of Chinese students and merchants, and for the appointment of a Canadian officer in China to visa the passports of those desiring to come to the Dominion. One Chinese wife of a merchant or student may also be admitted by regulation, although as to the admission of wives the mind of Parliament was not very clearly expressed. The port of entry for Chinese must be either Victoria or Vancouver. This clause is interpreted by opponents of the Act as meaning that a merchant or student in New York, for example, who desires and has a right to come to Canada, can only do so by way of the two chief ports of British Columbia. The agreement with Japan under which four hundred Japanese may enter the Dominion annually stands, and there were few references throughout the long debate to India or the Indian people in the Pacific Province.

THE PRIME MINISTER.

The Prime Minister, Mr. Mackenzie King, has seldom shown to better advantage in Parliament than during the very critical examination of Mr. Stewart's measure. He was clear and conciliatory, but firm when occasion required, continually anxious that nothing should be said to wound the susceptibilities of China or Japan, and conscious of the position of Canada on the Pacific and the wisdom of fair and courteous dealing with the Asiatic people.

(Continued at foot of next column.)

MANCHESTER MEASURES.

[THE WORLD.]

A writer in a home paper says:—
From the turban of a Mussulman to the elogs of a cotton-operative, the measurements of every garment worn by man are known. Hats are sent all over the world, but heads vary, as do styles, and the requirements of South America are not those of Salford. The Italian working in the mines of Italy is patriotic enough to wear a hat made in his own country if he can get one, but more often than not his headgear comes from Dutton or Stockport; and it is certain that some portion of his clothing, like that of the natives around him, has passed through the hands of a Manchester shipper. It was a Manchester cap factor who first discovered that heads were not round but oval, and made his caps that way, to the greater comfort of mankind. Now caps are made to fit like gloves and are hand-tailored.

But it is the manufacturer of ready-to-wear clothing who is in possession of most of our cherished secrets. We may think that our figures are unique, knowing that we are, perhaps, a little under-developed on one side or too bulky on the other.

But the manufacturer has certain classifications into which all men fall. Measurement has been reduced to such a science that it is possible for any normal man to find his exact measure on a manufacturer's chart. But it is a curious fact that, although all Englishmen fall into the same category, Scotsmen and Irishmen are of different build, and therefore require a special classification. The reason why a Scotsman prefers a loosely fitting coat, while a Londoner wants one cut to the figure, is hard to fathom. But the manufacturer knows that it is so, and makes his plans accordingly. Just in the same way shirts made for the home market differ from those intended for Scandinavia. The Englishman has a flat back, and his measurements do not conform to those of the Norwegian or Dane.

But what secrets are locked up in the warehouses and factories of Manchester! Corsets and blouse makers know where the women with the most slender waists reside. The habitation of the tallest and shortest men is discovered, as well as that of those with the smallest heads, and biggest hands and feet. For what Manchester does make in the way of clothing is handled in the warehouses and distributed to all parts of the world.

NELSON'S FLAGSHIP.

LAUNCHING CEREMONY WHICH WAS NOT DESCRIBED.

Of the actual ceremony at the launch of the *Victory*, there is, by a chapter of accidents, now no record nor description extant. There are in the newspapers of the time many interesting accounts of man-of-war launches, of the more important ships—an excellent one for instance, of the launch of another first-rate, the *Brianus*, at Portsmouth, in 1752—which makes the loss in regard to the launch of the *Victory* the more disappointing. It was, according to the newspapers, to be a big affair. Said the *Public Advertiser*, the principal London newspaper of the period, about it beforehand, in the issue for May 7th: "This day will be launched at Chatham His Majesty's ship the *Victory*, estimated the largest and finest ship ever yet built. Several of the Lords of the Admiralty, Commissioners of the Navy, and many Persons of Quality and Distinction are expected to be present for whose reception great preparations are making throughout the town." It was added that Mr. Woodfill, the editor, had had made special arrangements to have a full descriptive account of the proceedings sent him.

The next issue, however, said only this: "Yesterday was launched at Chatham His Majesty's ship the *Victory*, esteemed the largest and finest ship ever built. The particulars have not yet come to hand." They apparently never did. Did the reporter get drunk at the Commissioners' banquet after the launch and lose his "copy," or did he give it up at the launch and cash to a highwayman on Shooter's Hill? The brief paragraph recording the launch; it may be added by the way, was sandwiched in as an item of Domestic News between a paragraph recording the birth of a calf with five legs and recording the perishing of a three-months old baby dropped upside down into a tub of hot water.

There are no further references to the launch of the *Victory* in any of the newspapers of the time; also, no official note or record of the launch seems to be now in existence either at Chatham or among the Admiralty documents at the Public Record Office, or anywhere else; the documents regarding the building and the launch of H.M.S. *Victory* have been removed and are now not traceable. It is the official reply given at Chatham to the present writer, on making enquiries there some years ago.

"I do not think," he said, "it is possible to talk of excluding the people of any country, or excluding all of the people—regardless altogether of what their standing or standards may be—and not offend the entire nation concerned. I do not think it is in the interest of Canada, or of any part of the British Empire, that any Dominion of the Empire should knowingly pass an Act, which is certain to be regarded as an act of offence to an entire nation by an entire country."

He also said: "In dealing with the subject of immigration from the Orient there are two aspects, which, it seems to me, the Committee will do well to keep more or less continuously in mind. First, there is the aspect of our international relations with the great countries that lie on the other side of the Pacific. There is, on the other aspect, which perhaps appeals more immediately to us, of our own economic conditions and the problems in this country that arise therefrom, particularly where certain classes of our labour are brought into competition with labour from countries which have standards different from our own. As long as we keep these two points of view clearly in mind, and distinguish between them, I think there should be little difficulty in solving the problem between the Orient and ourselves. If, however, we lose sight of the international aspect and use expressions which are certain to be repugnant to peoples of another part of the world, I am afraid that instead of helping to relieve a very serious situation we shall only be creating a situation which will be infinitely worse."

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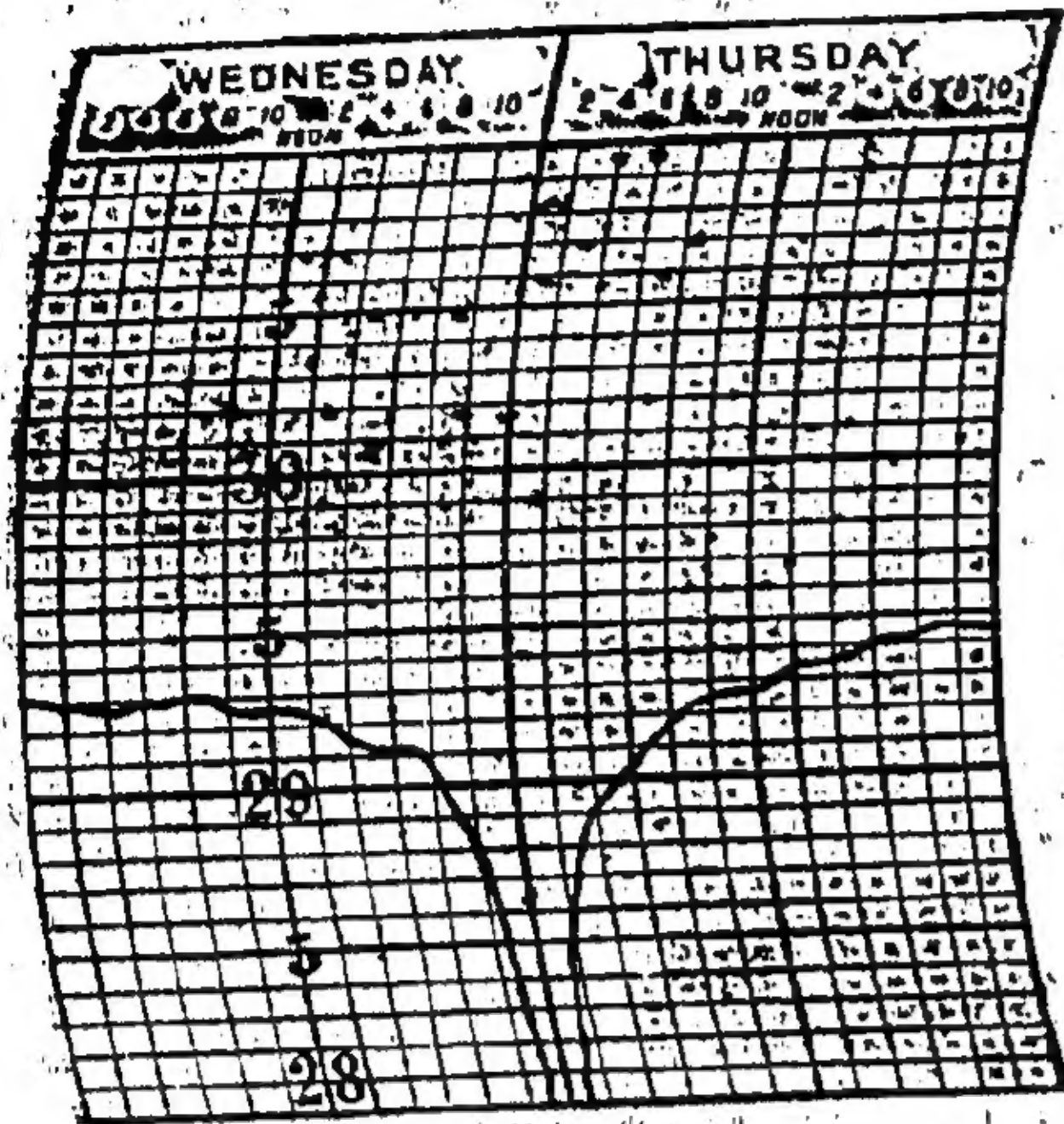


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THIRD LADY M.P. A CORDIAL RECEPTION.

The reception given to Mrs. Philipson (Miss Mabel Russell) on her entry to the House of Commons on June 7th, as member for Berwick-upon-Tweed was as cordial as ever she received before the footlights. There was a crowded attendance of members, who were keenly interested in the ceremony of introducing the new member. Government supporters particularly were cheerful at their first party win since the General Election. A considerable number of Peers also attended while the public galleries were crowded, mostly with ladies, many of whom left immediately after the ceremony of introduction was concluded.

Mrs. Philipson did not enter the chamber until the close of questions, and she had only to stand at the Bar a couple of minutes before the Speaker invited members about to take their seats to come to the table. She was wearing a navy blue coat frock with Peter Pan collar, with a large mushroom-shaped hat to match. At the Bar she was joined by her sponsors, Colonel Leslie Wilson, the Chief Government Whip, and Sir Thomas Inskip, the Solicitor-General, who has an intimate knowledge of the new member's constituency, having himself unsuccessfully contested it. While waiting for her "call" Mrs. Philipson chatted with several members. Immediately on her lining up with her introducers and bowing before advancing towards the Chair, there was a loud outburst of cheering, in which all parties cordially joined, except, perhaps, the National Liberals, whose supporter was unseated. Mr. Pringle, whose mind is not to be diverted from serious political matters, enjoyed the opposition liberal faction not to be downhearted. Other members seemed to think that encouragement was required in other directions, and cries of "Cheer up, Nancy," and "Cheer up, Crick," were received with outbursts of merriment. Neither the cheers nor the interruptions perturbed Mrs. Philipson. She passed through a trying ordeal calmly and naturally, and signed her name on the roll of members with a firm hand. As she was introduced to the Speaker there was a further hearty cheer.

"SOME GO TO CHURCH"

The author of this poem is said to have been the Rev. J. N. Boucher, Carnarvon Training College. Some go to church just for a walk, Some to stare and some to talk; Some go there to meet a friend, Some their idle time to spend; Some for general observation, Some for private speculation; Some to seek or find a lover, Some a courtship to discover; Some go there to use their eyes, And newest fashions criticise; Some to show their own smart dress, Some their neighbours to assess; Some to scan a robe or bonnet, Some to prize the trimming on it; Some to learn the latest news, That friends at home they may amuse; Some to gossip, false and true, Safe hid within the sheltering pew; Some go there to please the squire, Some his daughters to admire; Some the parson go to fawn, Some to lounge and some to yawn; Some to claim the parish doles, Some for bread and some for coals; Some because it's thought genteel, Some to yawn their pious zeal; Some to show how sweet they sing, Some-how loud their voices ring; Some the preacher go to hear, His style and voice to praise or jeer; Some forgiveness to implore, Some their sins to vanish o'er; Some to sit and doze and nod, But few to kneel and worship God.

WHAT THE POLICEMAN KNOWS.

Mr. G. T. Crook, a journalist, who was formerly with the *Hongkong Daily Press*, writes in an article in the *Daily Mail*. I wonder whether there are enough books in the library of the British Museum to supply all the educational needs of the London police officer. Before a man can hope for promotion he must pass a Civil Service examination and obtain a first-class certificate in English composition, arithmetic, geography, and general knowledge. This is one of the simple little questions policemen were asked to answer at a recent examination:

"A car leaves a place at 11 a.m. and travels at fifteen miles an hour. Find to the nearest tenth of a mile how fast a second car which leaves the same place at 11.15 a.m. must travel in order to overtake the first car at 12.8 p.m. Having worked out this problem the policeman is then asked to turn his attention to the following: A rectangular petrol tank is 26.5 in. long and 11.5 in. wide. Find to the nearest eighth of an inch to what depth it will be filled when it holds ten gallons of petrol. A gallon is 277.3 cu. in. From your answer estimate to the nearest pint how much petrol the tank holds when filled to a depth of 3 in. To those policemen who went to Eton or Harrow or Oxford or Cambridge these questions presented no insuperable difficulty, but to the others—

Questions in the general knowledge paper included the following:— How do you account for the present acute shortage of houses? How can you tell whether an unconscious person is in a faint or in an epileptic fit? Suppose you wished to explain to a child the working of a flashing electric sign such as is commonly used in advertising, how would you proceed? How is fog caused? What steps have been taken in recent years to diminish the frequency of fog in London? The geography paper was easy to all brainy policemen. It included the following conundrum: London is situated near the centre of a district bounded by lat. 51 deg. and 52 deg. N., long. 1 deg. E. and 1 deg. W. Shade the district bounded by these lines and find its area in square miles. Write the result on the map. I showed the papers to a well-known burglar, who has just returned from a holiday at Dartmoor. He was awfully interested. "Thank goodness," he said, "there is nothing in them about catching thieves."

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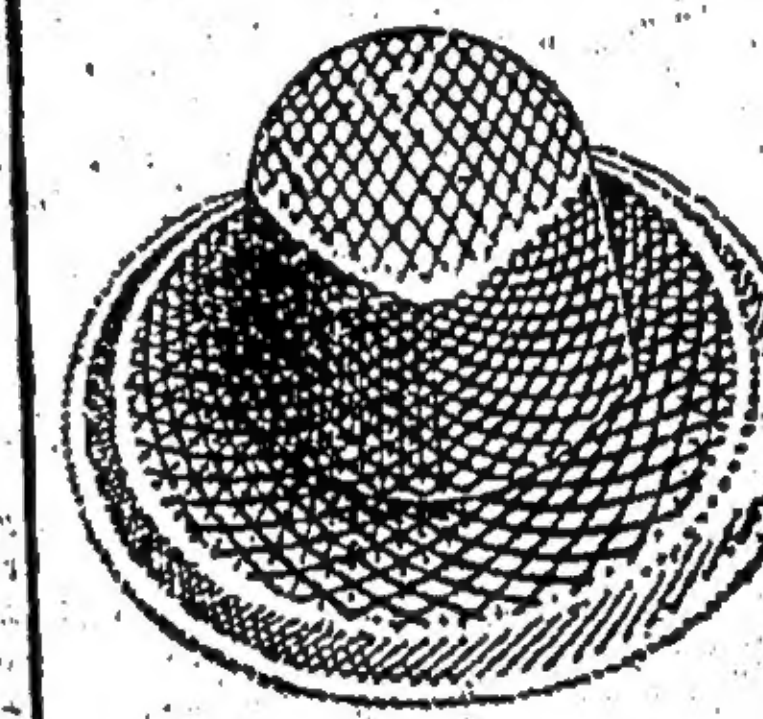
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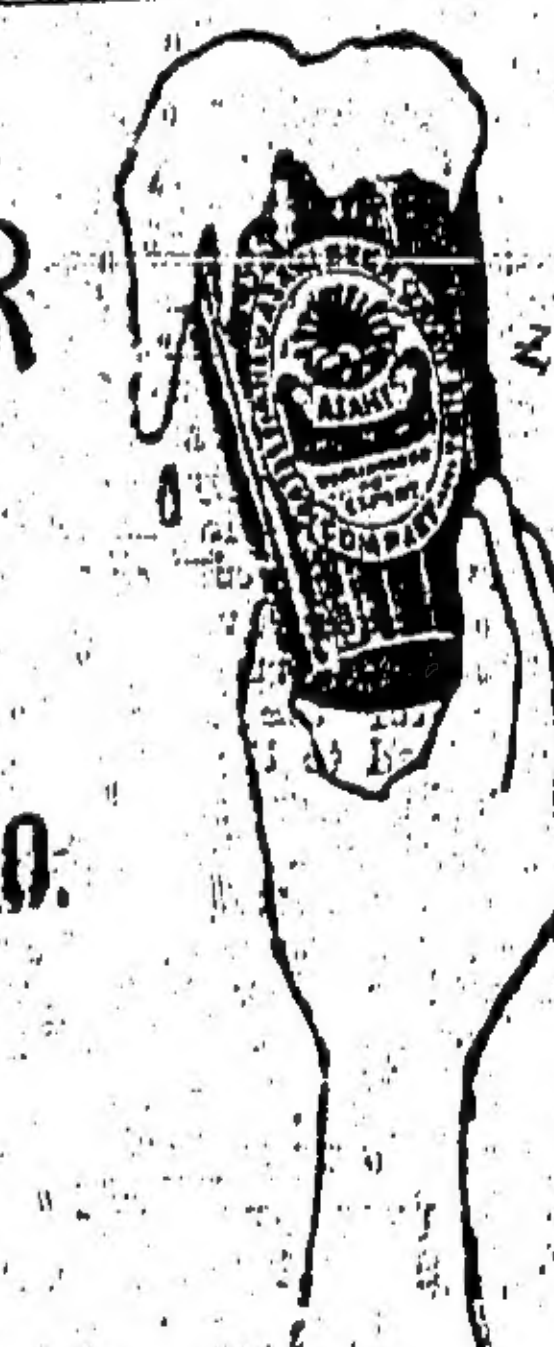
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Full particulars will appear later, and
information can always be obtained from
the CENTRAL OFFICE, DEPARTMENT OF
STATE RAILWAYS, BANGKOK, SIAM.

[1037]

NAVIGATION BY WIRELESS
DIRECTION-FINDER AS AN AID TO
SAFETY AT SEA.

Of all the scientific aids to safe navigation, which the twentieth century has brought forth, none possesses more important potentialities than the wireless direction-finder, which in the near future will certainly be regarded as being as indispensable a navigational instrument as the ship's compass. Briefly stated, the object of the direction-finder is to enable vessels to ascertain their position in any weather condition and at short notice; in other words, to give the master of a ship eyes that can see the invisible and ears that can detect warnings of danger above the turmoil of the elements.

"During the war the Admiralty utilized the direction-finder as a means of securing accurate information concerning the movements of enemy ships and aircraft, and as a result of the experience gained, installations for use in the mercantile marine are now available in a greatly improved and simplified form. Their worth at sea has been so thoroughly demonstrated that the number of shipping companies which have fitted their vessels with sets is steadily increasing. Nevertheless, there are a great many large passenger-carrying ships without this navigating aid, and in the event of one of these meeting with disaster in circumstances under which the ability to take wireless bearings might have saved her, her owners would have some awkward questions to answer.

EASY TO INSTALL.

The direction-finder is almost as easy to install on board as is the listening-in set at home, and takes up no more room. Even an outside aerial is not always employed, its place being taken by a small watertight box on the navigating bridge containing an aerial of the frame type. The great advantage of the direction-finder from the seaman's point of view is that it can be used in darkness or the densest fog. Thus, the commander of a large liner reports to his owners that, with the aid of this device, he has had no difficulty in bringing his ship safely into port under weather conditions which would otherwise have kept him outside. Again, a vessel which was on a voyage from North America to Great Britain had been unable, owing to thick weather, to obtain signals after leaving port. Wireless bearings were taken on Cape Race when some way out, and it was discovered that the ship was considerably north of the position in which she was assumed to be. The course was at once altered, and when the vessel was passing Cape Race it was found that the estimate on the various wireless bearings taken, which showed that she was likely to pass at a distance of about eight miles, was absolutely accurate.

LOCATION OF S.O.S. CALLS.

It is easy to picture similar circumstances in which the lack of facilities for securing wireless bearings might well lead to a catastrophe. It is a simple matter for a vessel fitted with a direction-finder to locate the source of an S.O.S. call. Many ships in distress are only able to give positions arrived at by dead reckoning, and a case is on record where a steamer with a direction-finder was able to ascertain that another which was in trouble was seventy-eight miles from the spot she herself had indicated.

It is not perhaps generally known that the Marconi Company have a "wireless lighthouse" on Inchkeith Island, in the Firth of Forth. It is the first of its kind, and with the assistance of its "beams" a vessel fitted with a special receiver has been able without difficulty to make her way through the channels of the Firth in a dense fog. Other "lighthouses" are, we understand, to be installed in order to facilitate navigation in dangerous waters round the British Isles.—*Observer*.

GERMAN DYES SCANDAL
IN U.S.A.

According to a telegram from Wilmington, Delaware, the Government has launched an attack in the Federal Court with a view to set aside the sale of a huge number of German dye and chemical patents, worth over \$100,000,000, to the Chemical Foundation of America. The sale was made by Mr. Francis Garvan while he was occupying the position of United States Alien Property Custodian.

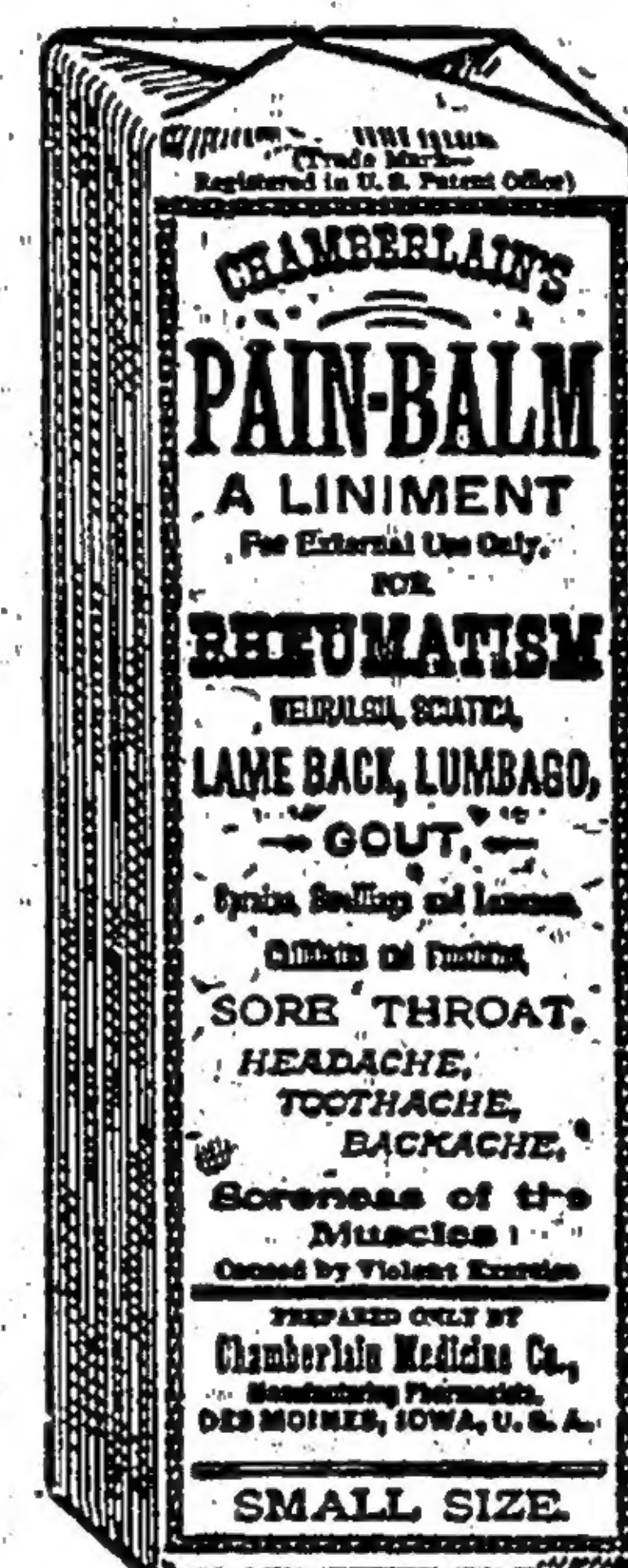
According to the Government's case, as contended by Mr. Henry Anderson, Special Assistant Attorney General, Mr. Frank Polk, who at the time of the transaction was acting as United States Secretary of State, exceeded his authority in authorizing the sale of the patents. The Government alleges that President Wilson, when in a hurry to quit for Paris in 1918, illegally designated Mr. Polk as Acting President of the United States, but alleges that Mr. Polk was never "sworn in."

Another charge is that officials of the Chemical Foundation were connected with the Alien Custodian's Office. This new development has created considerable sensation in trade circles, as the thousands of German patents disposed of then are at present being successfully operated by many American business houses. Mr. Anderson, in his complaint to the Court, charged the combination of American chemical interests, including Duponts, with having misrepresented the facts and, with the aid of the Alien Property Custodian, induced Mr. Polk to sign an order authorizing a private sale. He complained that 4,900 patents over which the Germans had exclusive control in the United States went for the ridiculous sum of \$250,000, whereas the annual imports of dyes amounted to \$25,000,000. The present Government's estimate of the value of the patents as \$100,000,000 (\$20,000,000) he described as conservative. Mr. Anderson insisted that much larger sums could have been obtained for the patents from other purchasers, and that the Chemical Foundation got them at a nominal figure. He cited the case of patents sold to the Foundation for \$30, although royalties had accrued to a total of \$25,000 since the patents had been seized by the Government. In answer to a query from the bench as to whether counsel maintained that fraud will develop during the case, Mr. Anderson replied: "Fraud in law, yes, but fraud in fact—I hope not."—*Daily Telegraph*.

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| SAILINGS | SUBJECT TO ALTERATION. | |
|---------------------------|------------------------|-----------------------------|
| SHANGHAI via SWATOW... | "YATSHING"... | Friday, 13th July, Noon. |
| MANILA... | "WINGSANG"... | Friday, 13th July, 3 p.m. |
| TIENTSIN via WEIHAIWEI... | "CHEONGSHING"... | Sunday, 15th July, Noon. |
| SHANGHAI via SWATOW... | "TAISANG"... | Tuesday, 17th July, Noon. |
| SANDAKAN... | "MAUSANG"... | Tuesday, 17th July, Noon. |
| BANGKOK via SWATOW... | "HOPSANG"... | Tuesday, 17th July, 3 p.m. |
| STRAITS & CALCUTTA... | "NAMSANG"... | Tuesday, 17th July, 3 p.m. |
| YOKOHAMA via AMOY... | "HOSANG"... | Wednesday, 18th July, Noon. |
| SHANGHAI & KORE... | "YUSANG"... | Thursday, 19th July, Noon. |
| SHANGHAI via SWATOW... | "MINGSANG"... | Friday, 20th July, 8 a.m. |
| HAIPHONG via HOIHOW... | "WAIHSING"... | Sunday, 22nd July, Noon. |
| SHANGHAI via SWATOW... | "LAISANG"... | Wednesday, 1st Aug., Noon. |
| KORE via MOJI... | "CHUNSANG"... | Saturday, 7th Aug., 8 a.m. |
| BANGKOK via HOIHOW... | | |

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|----------------|---------------|----------------|------------------|---------------------------------------|
| "GLENSANDA"... | 31st July. | "GLENTARA"... | 21st July. | London, Antwerp, Rotterdam & Hamburg. |
| "GLENSHANE"... | 18th Aug. | "GLENIFFER"... | 7th Aug. | Genoa, London, Rotterdam & Hamburg. |
| "GLENSHIRE"... | 27th Aug. | "GLENSHIRE"... | 11th Aug. | Genoa, London, Rotterdam & Hamburg. |
| "GLENSHIRE"... | 10th Sept. | | | |

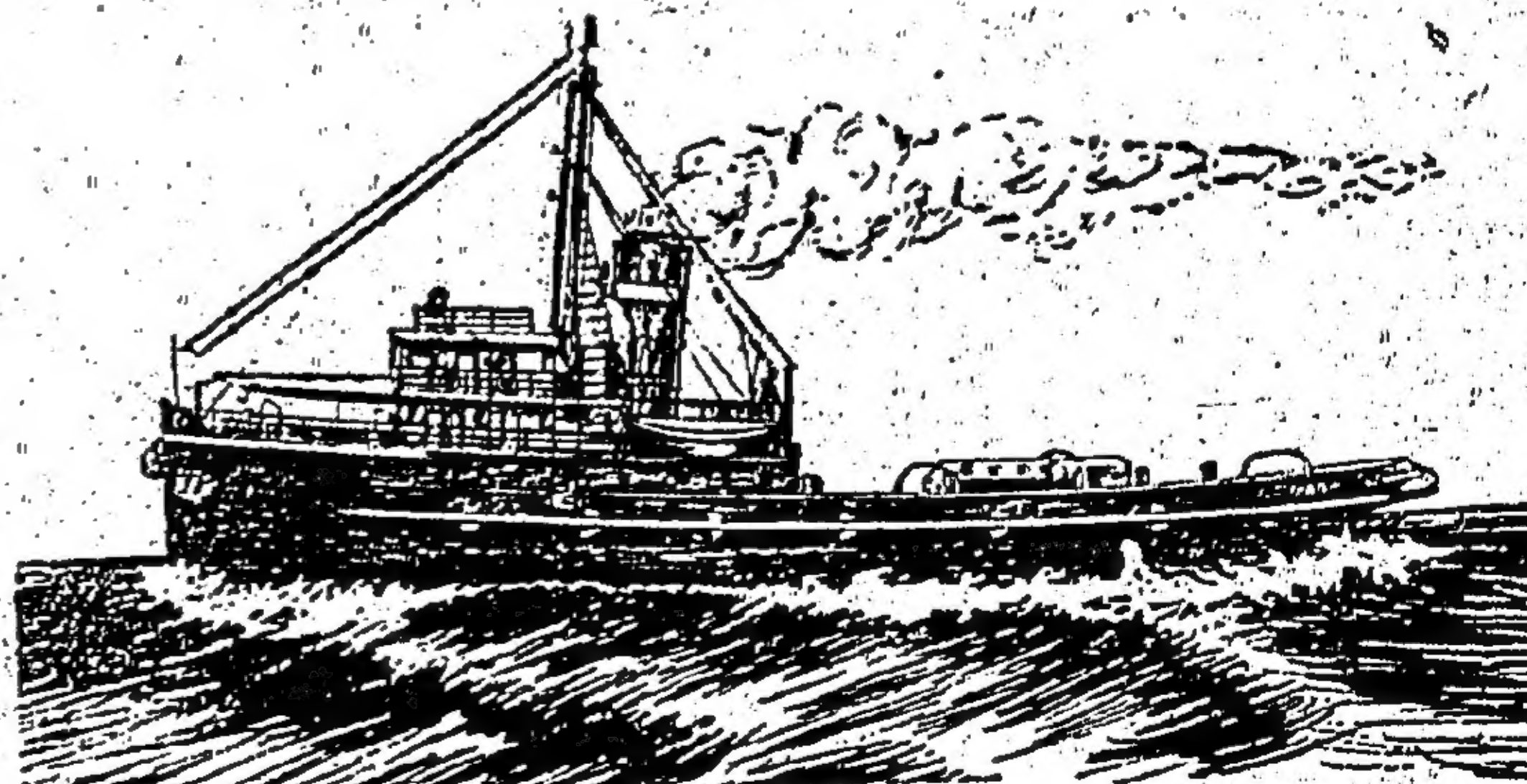
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SHIPPING NEWS

ARRIVALS.

July 11th
Apoco, British str., 1,700 tons, Capt. A. Fraser, from Saigon, with a general cargo.—*Mo Kai Shing*.
Kyokko Maru, Japanese str., 2,711 tons, Capt. T. Hikiichi, from Chinwangtao, with coal.—*Dalwell & Co.*
Tangetickung, Chinese str., 400 tons, Capt. Wong Kam Yung, from Hoihow, with a general cargo.—*Yuen Cheong Lee*.
 July 12th
Chongon, Panama str., from Canton.
Chung Hing, Chinese str., from Canton.
Hop Sang, British str., 1,350 tons, Capt. Van Courlandt, from Bangkok, with a general cargo.—*J.M. & Co.*
Presat, Norwegian str., from Canton.
Shanf Lian, British str., from Canton.
Taiwan, Chinese str., 400 tons, Capt. Chan Chun, from Kwangchow, with a general cargo.—*Sung Tai Hong*.

CLEARANCES.

July 12th.
Anherst, for Hoihow.
Chang Hing, for Canton.
Hingong, for Swatow.
Lee Sang, for Hoihow.
President Madison, for Manila.
Probus, for Foochow.
Shanf Lian, for Foochow.
Taiwan Maru, for Swatow.
Taiwan Maru, for Manila.
Telemaurus, for Saigon.

PASSENGERS.

Per R.M.S. *Empress of Asia*, on July 12th:—Mr. H. W. Allen, Mr. and Mrs. Webb Anderson and son, Mr. H. O. Ames, Mr. E. S. Atkins, Rev. J. Althaus, Capt. B. Bernhard, Mr. A. Bennett, Mrs. M. Boltram and two children, Mr. A. P. Burgess, Dr. (Mrs.) E. Gregory, Miss E. Hinde, Miss S. Hinde, Miss F. Hutchinson, Mrs. E. M. Hall, Miss F. Hammond, Mrs. F. H. McArthur, Mr. E. W. Mumford, Mr. A. C. Morker, Mr. J. F. Neol, Mr. W. Paul, Miss R. A. Raycroft, Mr. A. C. Shenly, Miss E. Shouley, Mr. H. M. Van Dyke, Mr. H. F. Walling, Mr. J. Worth, Miss F. Yates, Miss A. Bennett, Dr. J. G. Lyon Brown, Mr. J. H. Bain, Mr. F. M. Boltram, Mr. B. Dugan, Mr. J. P. B. da Silva, Mr. J. A. E. de Silva, Mr. H. G. Evans, Mr. A. J. Fisher, Mr. A. R. Johnston, Mr. and Mrs. J. H. Jones, Dr. and Mrs. H. Lievin, Miss O. Judson, Mr. D. McKee, Mr. N. B. Miller, Mr. and Mrs. J. E. Neilson, Miss L. Patten, Miss F. Pike, Mr. A. Pratt, Mr. C. E. Powell, Col. A. Bruce Pawley, Miss B. Pereira, Mr. J. E. Ferguson, Mr. N. E. Shyters, Mr. and Mrs. R. J. Timmis, Miss E. C. Timmis, Mr. D. O. Tibbels, Mrs. H. Tavalas, Mr. and Mrs. W. H. Wythe.

SHIPPING MOVEMENTS.

The N.Y.K. *Yokohama Maru* (Australian line) left Kobe for Hongkong and Nagasaki on July 11th, and is expected here on July 17th.
 The *ss. Troilus* (Blue Funnel) for London, Rotterdam and Hamburg, left Shanghai on July 11th for this port, and is due here on July 14th. The vessel will be despatched on July 16th, at 4 p.m.
 The R.M.S. *Empress of Canada* left Kobe on July 11th, at 6 p.m., and is due at Shanghai to-day, at 11 a.m.

VESSELS EXPECTED.

Aki Maru (N.Y.K.), due July 16th.
Atsuta Maru (N.Y.K.), due July 17th.
Yama Maru (N.Y.K.), due July 17th.
Chamboa (M.M.), due July 17th.
Empress of Canada, due July 15th, 4 p.m.
Atsuta Maru (N.Y.K.), due to-day.
Atsuta Maru (P. & O.), due to-day, 8 a.m.
Paul Lear (M.M.), due July 31st.
Suwa Maru (N.Y.K.), due July 15th.
Telemaurus (Blue Funnel), due to-day.

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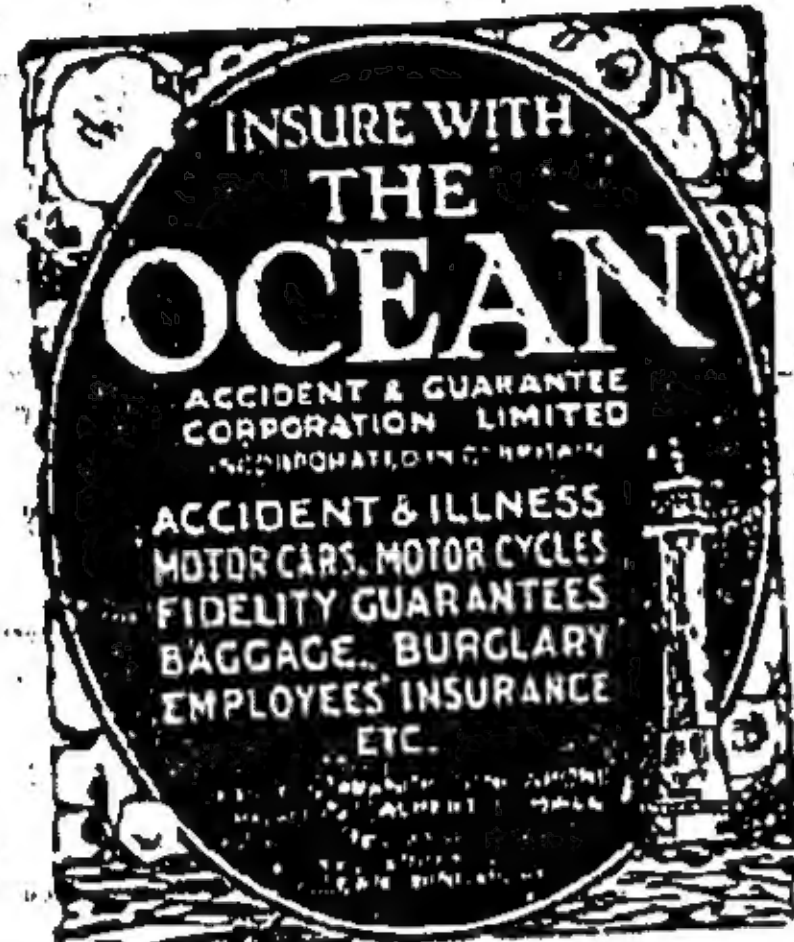
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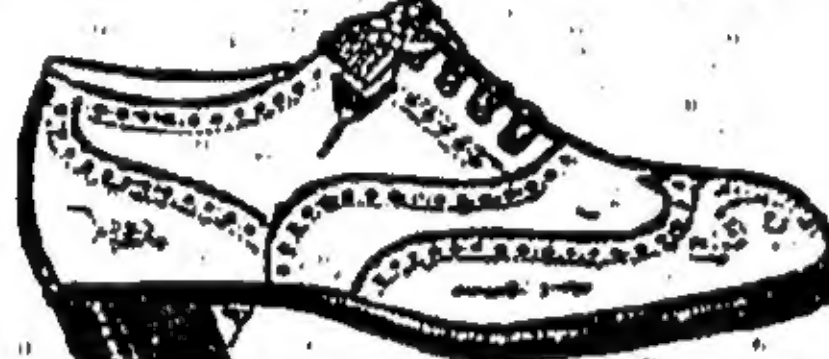
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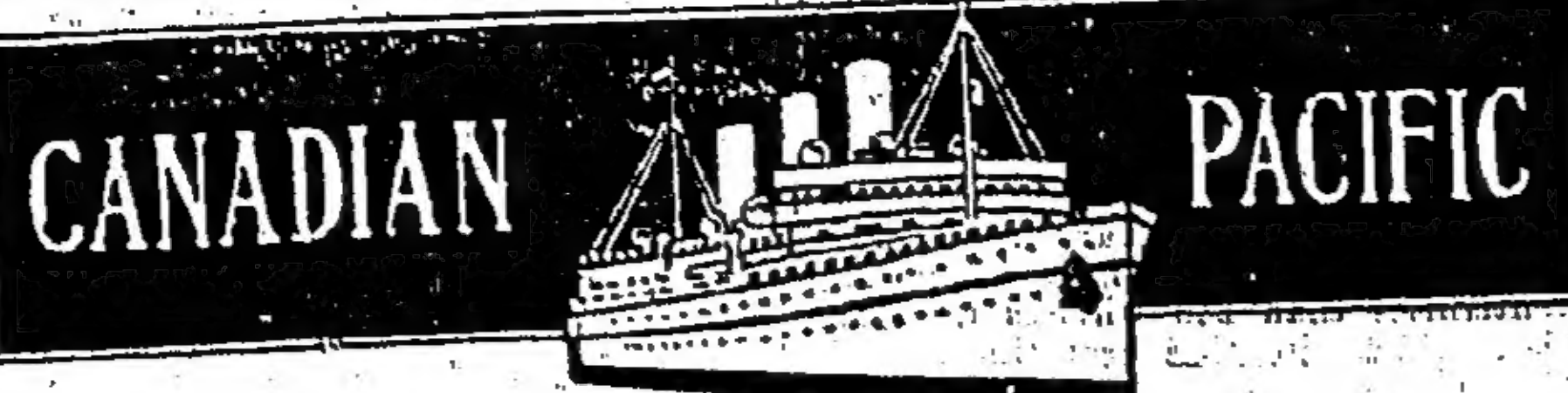
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| Vancouver | Empress Russia | Aug. 9 | England | Empress France | Aug. 18 |
| | Empress Australia | Aug. 24 | | Empress Scotland | Sept. 1 |
| | Empress Asia | Sept. 6 | | Montcalm | Sept. 21 |
| | Empress Canada | Sept. 22 | | Empress Scotland | Sept. 29 |
| | Empress Russia | Oct. 4 | | Empress France | Oct. 13 |
| | | | | Empress Scotland | Oct. 27 |

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|------------|-------------|----------------------|------------------------|----------|
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| TJIMANOEK | JAVA | 19th July | 23rd July | SHANGHAI |
| TJISONDARI | NORTH CHINA | — | 25th July | BATAVIA |
| TJIKINI | JAVA | 22nd July | 24th July | JAPAN |

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AMSTERDAM, ROTTERDAM, HAMBURG AND BREMEN
 Taking cargo for Belgium, Netherlands, German and all North European ports on direct or optional bills of lading, also to United Kingdom ports on optional bills of lading only.

Arrivals from Europe.

| | |
|------------------|------------|
| S.S. "SAPAROE" | 31st July. |
| S.S. "KEERTSONO" | 23rd Aug. |

Sailings to Europe subject to alterations.

| Steamers | For | Sailing on or about |
|------------|--|---------------------|
| "OLDEKERK" | Rotterdam, Amsterdam, Hamburg & Bremen | 18th July. |
| "SALEIER" | Amsterdam, Rotterdam, Hamburg & Bremen | 10th Aug. |

For full particulars please apply to—
JAVA-CHINA-JAPAN LIJN.
 General Agents:
 York Buildings.



SAILINGS SUBJECT TO ALTERATION.
VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports
 Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.
 Through passage rates to Europe via America G-2406, G-2420 G-2440.
KAGA MARU ... Tuesday, 24th July.
IYO MARU ... Saturday, 11th Aug.
SHIRYUOKA MARU ... Wednesday, 5th Sept.
MARSEILLES, LONDON & ANTWERP via Singapore, etc.
ATSUTA MARU ... Wednesday, 18th July.
KASHIMA MARU ... Wednesday, 1st Aug.
HAMBURG via LONDON & ROTTERDAM.
MITO MARU ... First half Aug.
LIVERPOOL via MARSEILLES & VALENCIA
TOKUSHIMA MARU ... First half Aug.
SYDNEY & MELBOURNE via Manila, etc.
YOSHINO MARU ... Wednesday, 18th July.
AKI MARU ... Wednesday, 15th Aug.
NEW YORK & BOSTON via PANAMA. Beginning of August.
DELAGOA MARU ... Tuesday, 23rd July.
BURNS AIBES via Singapore, Delagoa Bay, Durban & Cape Town.
KAMAKURA MARU ... Tuesday, 23rd July.
BOMBAY via Singapore and Colombo. Friday, 27th July.
SADO MARU ... Friday, 27th July.
CAIRO via Singapore, Penang & Bangkok. Monday, 30th July.
MOJI MARU ... Monday, 30th July.
NAGASAKI, KOBE & YOKOHAMA. Monday, 16th July.
AKI MARU ... Monday, 16th July.
SHANGHAI, KOBE & YOKOHAMA. Saturday, 14th July.
YAKASA MARU ... Tuesday, 17th July.
SUWA MARU ... Tuesday, 17th July.
 For further information apply to—
NIPPON YUSEN KAISHA
 Telephone: Central Nos. 292 & 293. F. OGURI, Manager.

W. S. BAILEY & CO., LTD.
 SHIPBUILDERS, MARINE AND LAND ENGINEERS
 Builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of all kinds; Tugs, Barges, Oil Tankers, Light-draft and River Steamers; Vessels built and shipped for re-erection abroad.

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 Boiler Makers Founders and Constructional Engineers and Repairers

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 COPENHAGEN.
 The M/S. "PANAMA"
 will be loading for VALENCIA, HAVRE, ROTTERDAM, AMSTERDAM, HAMBURG, OPTIONAL LONDON, COPENHAGEN and other SCANDINAVIAN PORTS.
 About 15th July, 1923.

| Further Sailings | Expected on or about | Will leave homeward-bound on or about |
|-------------------|----------------------|---------------------------------------|
| S/S. "Bolivia" | 16th July | 21st August |
| M/S. "Australien" | 19th July | 30th September |
| M/S. "Java" | 25th August | 15th October |
| M/S. "Afrika" | 10th September | 16th November |
| M/S. "Chile" | 10th October | |

Subject to change without notice.
 For further particulars please apply to:—
JOHN MANNERS & CO., LTD.
 Agents.

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 With 150 Offices throughout the World.
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 TELEGRAPHIC ADDRESS: COUPON.
 LOCAL ADDRESS: HONGKONG HOTEL BUILDING.
 TELEPHONE: CENTRAL No. 524-5.

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(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

S.S. "CITY OF BOSTON" ... 23rd July ... Shanghai (Kobe & Yokohama).

HOMEWARDS.

S.S. "CITY OF MANCHESTER" ... 22nd July ... Marseilles, London, &werp & Hamburg.

PASSAGE RATES TO LONDON.

"A" Class Steamers ... 1st Class £22.—2nd Class £22.—
 "B" Class Steamers ... 1st Class £24.—2nd Class £24.—
 "C" Class Steamers ... 1st Class £26.—

S.S. "C" Class Steamers comprise those of the "C" type which have accommodation for a few passengers but do not carry Doctor or Stewardess.

Subject to change without notice.

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Joint Service of the

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OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "TELEMACHUS" ... via Suez Canal ... 15th July.
 S.S. "LANGTON HALL" ... via Suez Canal ... 25th July.
 S.S. "CITY OF MADRAS" ... via Suez Canal ... 5th August.
 S.S. "TALITHYBIUS" ... via Suez Canal ... 15th August.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

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(JOHN SWIRE & SONS, LTD.)

HONGKONG AND CANTON.

HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

| Mail Steamers. | Next Sailings from Marseilles. | For Arr. at Hongkong and Japan. | Probable Sailings from Hongkong for Marseilles. |
|-----------------|--------------------------------|---------------------------------|---|
| PORTOES ... | ... | ... | 22nd July |
| ANGKOR ... | ... | ... | 8th Aug. |
| CHAMBERD ... | 15th June | 17th July | 20th Aug. |
| PAUL LECAT ... | 29th June | 31st July | 3rd Sept. |
| ANDRE LEBON ... | 13th July | 14th Aug. | 17th Sept. |
| AMBOISE ... | 27th July | 29th Aug. | 1st Oct. |

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

"A" Class (1st Class) ... £ 55. 0s. 0d. ... "B" Class (1st Class) ... £ 55. 0s. 0d.
 "B" Class (2nd Class) ... £ 33. 0s. 0d. ... "C" Class (2nd Class) ... £ 33. 0s. 0d.

Through Tickets to London and Leaving Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

S.S. "IT. DE MISSISSIPPI" loading for HAYRE, ANTWERP & DUNKIRK, about end July.

MESSAGERIES MARITIMES CO.,

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2)

CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Pass in staterooms, saloons and excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying about 10 Days)

| | | |
|--------------|---------------------|-------------------------------|
| HAIFONG ... | Capt. Ellis Walker | Friday, 13th July, at 1 p.m. |
| HAICHING ... | Capt. J. S. Thomson | Tuesday, 17th July, at 1 p.m. |
| HAIFONG ... | Capt. W. C. Pasmore | Friday, 20th July, at 1 p.m. |

Arrivals and Departures from the Company's Wharf (near Blake Pier)

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DOUGLAS LIPRAIK & CO.,

(General Managers)

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

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THE MITSUBISHI MARINE & FIRE INSURANCE CO.,

THE OSAKA MARINE & FIRE INSURANCE CO.,

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Apcar and
Eastern & Australian
Lines

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STRATH, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY

DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

| S.S. | Tonnage | From Hongkong (about) | Destinations |
|--------------|---------|-----------------------|-----------------------------|
| "NAGPORE" | 5,933 | 16th July, Noon | Singapore, Colombo & Bombay |
| "KIDDERPORE" | 5,334 | 21st July, Noon | Singapore, Colombo & Bombay |
| "DEVANHA" | 5,334 | 25th July | Mars. Gib. London & Antwerp |
| "SOUDAN" | 4,698 | 4th Aug. | Singapore, Colombo & Bombay |
| "KHIVA" | 5,017 | 8th Aug. | Mars. Gib. London & Antwerp |
| "KASHMIR" | 5,813 | 22nd Aug. | Singapore, Colombo & Bombay |
| "SICILIA" | 5,813 | 26th Aug. | Mars. Gib. London & Antwerp |
| "MACEDONIA" | 11,789 | 7th Sept. | Singapore, Colombo & Bombay |
| "DONGOLA" | 8,056 | 21st Sept. | Mars. Gib. London & Antwerp |
| "SOUDAN" | 5,697 | 25th Sept. | Singapore, Colombo & Bombay |
| "SICILIA" | 10,805 | 8th Oct. | Mars. Gib. London & Antwerp |
| "KASHMIR" | 5,813 | 19th Oct. | Singapore, Colombo & Bombay |
| "SICILIA" | 5,702 | 23rd Oct. | Mars. Gib. London & Antwerp |
| "KASHMIR" | 5,813 | 2nd Nov. | Singapore, Colombo & Bombay |
| "MALWA" | 10,541 | 16th Nov. | Mars. Gib. London & Antwerp |
| "SOUDAN" | 5,697 | 22nd Nov. | Singapore, Colombo & Bombay |
| "CHINA" | 7,952 | 30th Nov. | Mars. Gib. London & Antwerp |
| "DEVANHA" | 5,092 | 14th Dec. | Mars. Gib. London & Antwerp |

BRITISH INDIA - APCAR SAILINGS

"TORILLA" ... 5,205 ... 25th July ... Singapore, Penang & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS" ... 4,500 ... 4th Aug. ... Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne

Frequent connections from Australia with the following—
 The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

| | | | |
|-------------|--------|-----------------|---------------------------------|
| "KASHMIR" | 5,334 | 14th July, D.L. | Shanghai, Moji, Kobe & Yokohama |
| "SOUDAN" | 4,698 | 22nd July | Shanghai only |
| "MACEDONIA" | 10,512 | 25th July | Shanghai, Moji, Kobe & Yokohama |

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Hongkong must deliver their own Hotel expenses at Singapore while waiting the on carrying steamer.
 First Cabin Passengers may travel by P.O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.

All Cables are fitted with Electric Fans free of charge.
 Parcels measuring not more than 2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
 For further information, Passage Fares, Freight Handbooks, etc., apply to—

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22, Des Voeux Road Central, HONGKONG.

Agents.

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Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

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For Freight and full particulars apply to—

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Telegrams (Furness)

(Incorporated in Great Britain)

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O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore, Colombo, Suez and Port Said.

S.S. "ALBA MARU" ... Saturday, 14th July

RIO DE JANEIRO, SANTO, & BUENOS AIRES—via Saigon

Singapore, Colombo, Durban and Capetown—Passenger Service.

S.S. "MEXICO MARU" ... Friday, 17th Aug.

BOMBAY—fortnightly service via Singapore and Colombo.

S.S. "HIMALAYA MARU" (Call at Penang) ... Saturday, 21st July

S.S. "CELEBS MARU" ... Saturday, 4th Aug.

SAIGON, BANGKOK, SINGAPORE & DELI—Regular monthly Passenger Service.

S.S. "KISHU MARU" ... Wednesday, 1st Aug.

CALCUTTA—Monthly Service via Singapore and Hongkong.

S.S. "INDO MARU" ... Sunday, 12th Aug.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and Japan Ports—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service.

S.S. "MANILA MARU" ... Saturday, 21st July

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco—

Panama and Cuban Ports.

S.S. "ALASKA MARU" ... Thursday, 2nd Aug.

JAPAN PORTS—Shanghai, Dairen, Kobe & Yokohama

S.S. "LONDON MARU" ... Tuesday, 17th July

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

S.S. "AMARU MARU" ... Sunday, 15th July, Noon.

S.S. "KADO MARU" ... Sunday, 22nd July, Noon.

TAKAO via SWATOW & AMOY.

S.S. "SOBU MARU" ... Thursday, 19th July, 10 a.m.

TAKAO DIRECT.

S.S. "KISHU MARU" ... Monday, 16th July.

For sailing dates and further particulars please apply to—

Tel. Central No. 4022.

K. BEIMA, Manager.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

| Port | Steamer | Date of Departure |
|------------------------------|-------------|-----------------------|
| SHANGHAI & PUKOW | "CHUSAN" | On 15th July, Noon. |
| SWATOW, SHANGHAI & TSINGTAO | "SZECHUEN" | On 15th July, 4 p.m. |
| SWATOW & SINGAPORE | "YINGYUAN" | On 16th July, 4 p.m. |
| AMOY & SHANGHAI | "KINGCHOW" | On 17th July, D.L. |
| WEIHAIWEI, CHEFOO & TIENTSIN | "YINGCHOW" | On 17th July, Noon. |
| SWATOW & BANGKOK | "KWANGCHOW" | On 17th July, 3 p.m. |
| AMOY, SWATOW & SINGAPORE | "KIUNGCHOW" | On 18th July, 10 a.m. |
| SWATOW & SHANGHAI | "SUNNING" | On 18th July, Noon. |
| CHEFOO & NEWCHWANG | "CHINKIANG" | On 18th July, Noon. |
| SWATOW & BANGKOK | "CHENAN" | On 24th July, 2 p.m. |
| MANILA | "TEAN" | On 24th July, 4 p.m. |

Excellent Saloon accommodation, staterooms, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Pukow), Tuesdays and Saturdays (extending to Tientsin), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North-China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

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AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATIONS.

| Steamer | Arr. Hongkong from Australia | Leave Hongkong for Manila, Cebu, & other ports |
|-----------|------------------------------|--|
| "TAIYUAN" | 25th July | 2nd August, 4 p.m. |

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation. Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports. For freight and passage apply to— BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.) Agents. Telephone Central No. 38.

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U.S.S. "West Ivan" ... Due Hongkong 17th July.
 U.S.S. "West Sequana" ... Leave Hongkong 19th July.
 U.S.S. "West Sequana" ... Due Hongkong 27th July.
 U.S.S. "West Sequana" ... Leave Hongkong 28th July.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, CEBU, ILOILO AND ZAMBOANGA.

U.S.S. "West Chopaka" ... Due Hongkong 5th Aug.
 U.S.S. "West Chopaka" ... Leave Hongkong 7th Aug.

TO MANILA AND SINGAPORE.

U.S.S. "West Commona" ... Due Hongkong 15th Aug.
 U.S.S. "West Commona" ... Leave Hongkong 18th Aug.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information Apply to

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L. EVERETT,

General Agent for

JAPAN, CHINA, PHILIPPINES,

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1st Floor, Queen's Building,

Phone Central No. 2008.

K. A. HEYUM, Res. Agent.

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DODWELL & CO., LIMITED

REGULAR SAILINGS TO NEW YORK & BOSTON

For NEW YORK & BOSTON via SUEZ

S.S. "BOWES CASTLE" ... sailing on or about 7th Sept.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

PIUMI having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS. REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £66.

FOR BRINDISI, VENICE & TRIESTE

S.S. "DUCHESSA D'AOSTA" ... sailing on or about 7th Aug.
 S.S. "TRIESTE" ... sailing on or about end of Aug.
 S.S. "ROSANDRA" ... sailing on or about end of Sept.

FOR SHANGHAI, YOKOHAMA & KOBE.

S.S. "TRIESTE" ... sailing on or about 2nd Aug.
 S.S. "ROSANDRA" ... sailing on or about 2nd Sept.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.
 S.S. "UMZUMBI" ... sailing on or about 25th July.
 Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

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